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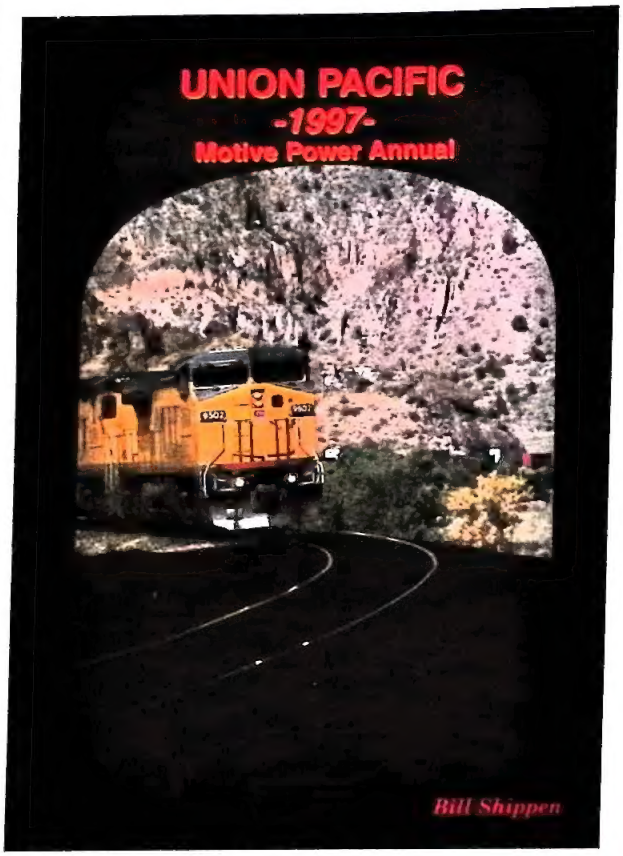

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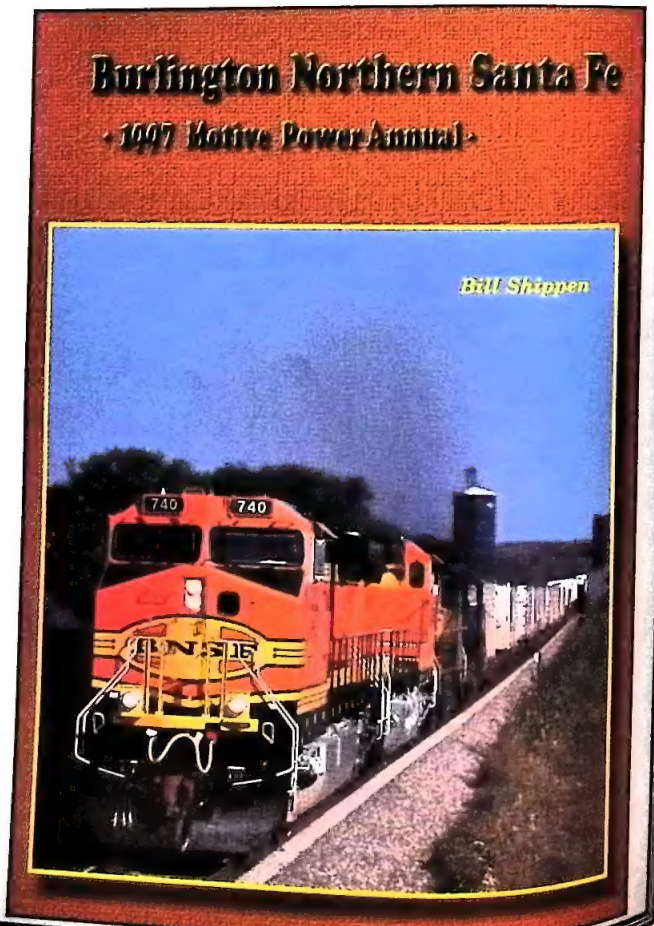

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KODACHROMES: ABOVE, CHIP SHERMAN / LEFT, ALAN MILLER

RAILNEWS

BNSF "HYBRID PAINT JOBS" have begun to appear on the road's latest delivery of 4700-number class Dash 9-44CW's. Evidently, the warbonnet livery was intended to appear on new locomotives as long as GE and EMD had enough silver and red paint. It seems that the supplies have been exhausted and now green and orange have taken over. Power-hungry, BNSF has pressed new units into service without the large "BNSF" side markings. The half-finished 4733 and 4737 (**top**) were at Tabernash, Colorado, on February 22, 1998, leading a westbound from Denver to Provo, Utah, while the 4738 displayed its pumpkin paint minus the BNSF decals (**above**) at Cajon Pass three days later. See RAILNEWS.

KODACHROME: VINCENT J. PORRECA

KODACHROME: VIC NEVES

RAILFAN & RAILROAD

ALTAMONT COMMUTER EXPRESS will be the new passenger service over the former Western Pacific between Stockton and Oakland, California, then on to San Jose via the SP. ACE will operate three Boise Loco-rebuilt F40PHM-3s (3101-3103) with bi-level coaches. The 3101 and 3102 were on Altamont Pass (milepost 55) on March 7, 1998, with a promotion train. Regular service is scheduled to begin May 1998.

UTAH RAILWAY GP35 2005 (ex-SP 6358) was at OmniTrax in Loveland, Colorado (**left**), on February 28, 1998. The unit is a new addition to Utah's roster and also one of many former SP and D&RGW rebuilt GP35s that OmniTrax has been turning out in recent months.

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From the Publisher's desk:

Spectacular Narrow Gauging

A closeup look at the White Pass & Yukon's coaches revealed a clever rebuilding. The open-end coaches have all been rebuilt with steel underframes and wide picture windows while some cars are even handicap-equipped. A cupola-equipped combine was used on our run to Fraser, trailed by a flat car used for bikes and heavy luggage. The cars came from a variety of sources and have monitor and arched roofs. Pullman green is standard and the cars are all named after Alaskan lakes. Motive power on the road consists of 11 890-h.p. Shovel-Nose GE diesels and 4 MLW DL535E's. The majority of units are painted in the road's attractive yellow and green livery, although there are are few exceptions. These units are painted in either solid blue, such as Nos. 100 and 114, or blue and white, as displayed by No.101. in addition to the diesel power there are also two steamers on display in Skagway; a wartime-era locomotive parked near the town hall and an 1878 0-6-0T Baldwin near the depot. Inside the well equipped shops we saw Baldwin 2-8-2 No. 73, built in 1947, undergoing mechanical work. She should be back in service in 1998 for the WP&Y's 100th anniversary.

You can't do better than to walk a few blocks from the depot to catch the morning, noon and evening rush. You can walk most of Skagway in under 30 minutes but there are taxis and vintage buses to ferry you around, including an ancient Fifth Avenue Coach Company double-decker that will get you around town.

Built in 1898, the WP&Y served the gold mines around Yukon. The run from Skagway to White Pass is spectacular, climbing from sea level to nearly 3000 feet on grades of up to 3.9%. The track clings to the mountain sides and is often on trestle work (see the March 1998 issue of RAILFAN & RAILROAD). A highway parallels some of the trackage and photographers would do well to have a long telephoto lens and a tripod if shooting video. As our tour group had rode near the of the WP&Y's operating season, I had trouble getting both color slide film of any kind and video tape (I had run out!) at any of the Skagway-area stores. A parting note to those of you who travel by air on any of your railfan outings: beware of powerful new airport security x-ray systems. They can ruin your film if it is not packed in lead lined bags which are available at hobby shops and camera stores.

RAILFAN & RAILROAD

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COVER

Santa Fe train 886 was at Quinlan, Oklahoma, on September 12, 1981 with SF SD45 5556 leading a BN SD45 and a Santa Fe SD40 westbound over Curtis Hill. Join Terry LaFrance as he explores this stretch of track, now owned by BNSF, beginning on page 28. Kodachrome by Ken Fitzgerald.

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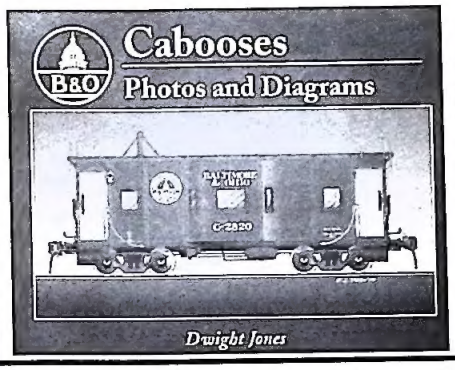

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The first of a new series of books on Baltimore and Ohio Cabooses! Much of the material, most of the photos and all of the diagrams in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors now in circulation on the subject. *Due late June.*

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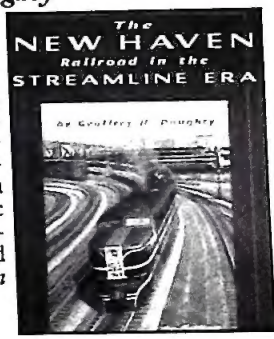

The complex story of the New Haven in the postwar period. Despite its internal troubles, the railroad became a patchwork of color which belied the turmoil it was experiencing, and its trains became emblematic of the administration which strove to alter the railroad's stodgy image. Included are builders photos, a look at the railroad's experiments with the futuristic trains of 1956-57, car roster, and a host of color photographs which lavishly illustrate a fascinating period in the New Haven's history. *This book will be ready in April/May*

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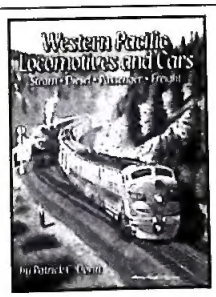
by Patrick C. Dorin



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The former Santa Fe, now BNSF, route between Chicago and Kansas City has long been known as the Airline because it is the straightest and fastest rail line between those two rail centers. No other railroad has such a fleet of hot trains. This tape shows 24 hrs. of awesome action on the airline in Sept. 1997 east of Fort Madison in west central Illinois. 83 min. $27.95

NEW *"Watseka - Illinois Hot Spot*
Watseka, 77 miles south of Chicago, is where the UP's line to Texas crosses the TP&W. The CSX trains from Chicago to the Southeast and CP trains to Louisville have trackage rights on the UP to Woodland Jct 5 miles to the south. As many as 50 trains hammer the diamonds daily. This video shows 24 hrs. of action at Watseka and Woodland Jct. in Sept. 1997. 110 min. $29.95.

NEW *"UP and BNSF at Rochelle, IL"*
Rochelle, 75 miles west of Chicago, is one of the most visited railfan hot spots in the Midwest with 85 trains hammering the diamonds on a good day. The former CNW, now UP main line to Omaha crosses the former BN, now BNSF main line to the Twin Cities at grade. Most any type of train and run-through power can be seen. CN's trains from Duluth run through Rochelle also. This tape shows 24 hours of action at Rochelle in Sept. 1997. **2 tape set. 3 hours, 52 minutes.** $45.95.

NEW *"Midwest Regionals 1997"*
This videotape shows the trains and operations on five regional railroads in the Midwest in the fall of 1997. It gives a last look at the Chicago Central and Pacific which was recently reacquired by the IC, and a first look at the five month old I &M Rail Link. We shot quite a few trains on the other 3 Midwest regionals - the Toledo, Peoria, and Western, Iowa Interstate, and Dakota, Minnesota, and Eastern. There were many 1st generation units seen on these railroads including two Alcos. 132 min. $31.95

NEW *"Conrail in the Berkshires"*
This tape shows the current trains and operations on the first mountain railroad in the World, Conrail's former Boston and Albany line, at peak fall foliage in Oct. 1997. We caught a day and a half of Conrail action on the steep grades between Chester and Pittsfield in western MA., including plenty of SD80MACs. 89 min. $27.97

NEW *"CN on Yellowhead Pass"*
Yellowhead Pass in the majestic Canadian Rockies west of Jasper, is the lowest and easiest rail crossing of the continental divide in the Rockies. All Canadian National transcontinental traffic and Via's trains run through Yellowhead. CN's business has grown rapidly in recent years. This tape shows 30 hours of CN action in July of 1997. 93 minutes. $29.95.

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This tape shows a day and a half of continuous action in July of 1997 amid the splendor of Marias Pass between Whitefish and Browning in northern Montana along the boundary of Glacier National Park. 25 or more daily BNSF trains, most of them hot intermodal trains between Chicago & Seattle, traverse this beautiful pass, the lowest crossing of the Rockies in the U.S. 115 minutes. $29.95

New **"Montana Rail Link in the Rockies"**
Montana Rail Link is one of the largest and most dynamic of the new Regional Railways. This video shows over 30 hours of awesome action on MRL in the Rocky Mountains on Mullan Pass with its steep grades and on both sides of Winston Hill east of Helena in July 1997. Three sets of pushers based at Helena are kept busy. 108 min. $29.95

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FANMAIL

Curtis Hill steam

Your article "Santa Fe on Curtis Hill" in the May 1998 RAILFAN & RAILROAD with Preston George's photos was magnificent. I knew Preston, a fine photographer. I lived in Amarillo, Texas, and traveled a lot. Curtis Hill is quite a grade. The helper used to cut off at Curtis, without stopping, sort of a "dutch drop". I couldn't begin to count the many times I've passed through Curtis, via passenger trains, freight, even speeders.

The 2-6-2 helper No.1805 shown on page 45 blew up at Canadian, Texas, on April 1, 1951. The engine watchman went to sleep, and didn't watch boiler pressure, killing him. Notice the "turtle-back" tender in the photo — it came from a scrapped mallet 2-10-10-2, in the 3000 class. The 1805 was scrapped August 3, 1951. I thought you would like to know!

WM. O. GIBSON
Grants Pass, Ore.

Recalling the Berlin Mills

The article in the May '98 R&R about the last days of the Berlin Mills Railway by George Melvin brought back memories. Growing up in Berlin, New Hampshire, near the Grand Trunk main line and the Berlin spur, I had a grandstand seat from my front porch to watch train movements during the steam era. Moguls and, later, Consolidations did the local switching, with Mikados on through freights and high-wheeled Pacifics in passenger service. The BMRy used tank-type Baldwins in industrial service to the local mills.

At its demise, the Berlin Mills Railway was more than 100 years old. Early records indicate it first operated on strap iron rails with car movements in the yards made with oxen for motive power. With the anti-germanic hysteria of World War I, the corporation changed its name from Berlin Mills Company to Brown Company, reflecting the name of the founder. In more recent years, it became James River Corporation and now Crown Vantage Corporation. Yet, despite all these name changes, the Berlin Mills Railway continued to serve its corporate owners under its original name.

For most of its life, the BMRy travelled on its own rails between the upper plants in Berlin and the Cascade operations. Leaving the Cascade yard, trains would cross the Androscoggin River, run under the Boston & Maine overpass and turn north up a steep grade to a level beside the B&M main line. One drizzly fall afternoon, Dad and I watched, fascinated, as a Berlin Mills train lifted six loaded box cars up this grade, slick with rain, with three little tank type Baldwins — a double-header up front and a pusher behind. It was a sight I'll never forget! After helping to build the Cascade mill, Dad became a papermaker at the plant. He was an ardent train watcher and introduced me to RAILROAD MAN'S magazine in 1929. This started a reading habit that continues today with R&R nearly 70 years later.

Thanks, George Melvin, for reawakening old memories of a time when a railfan was called a train nut.

RUSSELL P. DOUCET
Spring Hill, Fla.

Chinese steam from U.S. designs

I enjoyed Kent Patterson's article on "Steam in China" in the April '98 issue. It's interesting to note that the QJ 2-10-2 is based on a Russian locomotive designed by Baldwin Locomotive Works around 1930. The Chinese railroads generally used U.S. standards. A 4-8-4 built in Britain for China and returned to a British railroad museum had all the appliances that were standard in U.S. but not used in Britain till much later.

Again, a great article on live American-style steam doing real work, reminding us of what railroading was.

STEVEN F. VALLEREUX
Chicago, Ill.

Kodak vs. Fuji — the debate continues

Bruce Kelly may think it's almost one's patriotic duty to buy American made Kodak film (FANMAIL, April '98) but I, for one, disagree. I don't accept that my almost exclusive use of imported slide film is responsible for layoffs or other financial reverses at Great Yellow Father. Preferences in color film, especially color slide film, are very subjective, something that has been the subject of more than one CAMERA BAG column as well as several of Steve Barry's past columns in *Railpace*. I've been shooting slides for more than 30 years and probably the great majority were shot on Kodak film, but in the last several years yellow boxes have rarely appeared in my camera bag. The simple fact is that I find Fujichrome to clearly be the superior product and that several other brands are at least on a par with what Rochester is turning out. Looking back through my film log, I have shot exactly four rolls of Ektachrome (and no Kodachrome) since the beginning of 1995. What I have shot has been fairly evenly divided between Fujichrome and Agfachrome (another excellent product that one camera store chain has been selling in a three 36-exposure roll pack for $12.95, less then what the same chain charges for two comparable rolls of any Kodak slide film), with a few stray rolls of Konica or Scotch slide film thrown in for good measure. While Kelly may disparage Fuji films as being cheaply priced, I wonder if an equally valid argument could be made that Kodak films are simply overpriced?

I have, however, been a very loyal customer of Kodak's processing services and just about all my E-6 process slide film regardless of brand is faithfully sent to the Kodak (or Kodalux or Qualex or whatever they're calling it this week) lab in Fair Lawn. I have occasionally used Fuji mailers for their lab in Phoenix, but I usually feel the week or so faster turn-around is worth spending more and thus send my Fujichrome to Fair Lawn, too. I'm perfectly willing to pay more for Kodak's processing (although I do try to buy the mailers in bulk at the best discount price I can find); I just don't see any reason to pay more for Kodak's slide film.

G. GERRISH WILLIAMS
Mount Holly, N.J.

And just when I beginning to think it was safe to say that Kodachrome is still *my first film choice . . .* —S.B.

McCloud Snow Special

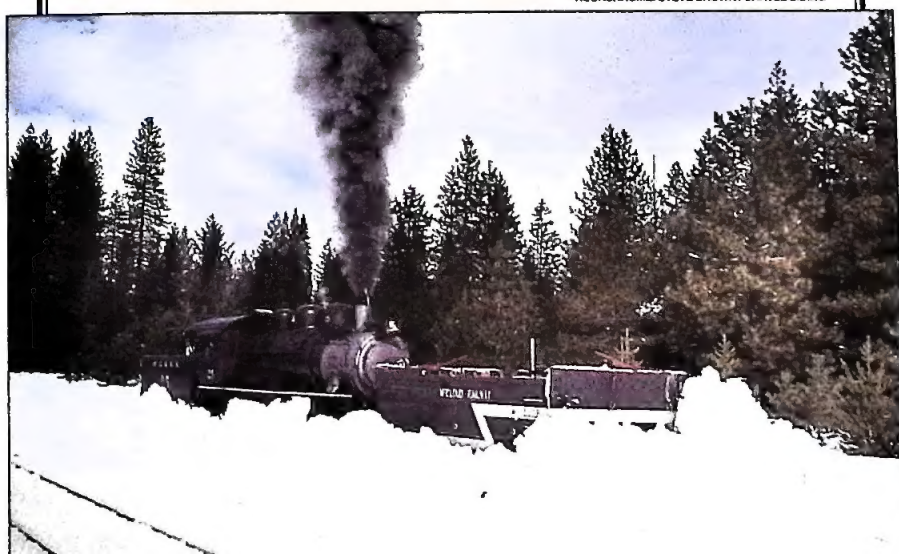
KODACHROME: STEVE BROWN / LAKE BRITTON BRIDGE

MORE THAN 30 YEARS AGO the Pacific Locomotive Association of California began offering excursionists a unique railfan experience when they began chartering annual steam excursion trains on the scenic McCloud River Railroad (now the McCloud Railway) out of McCloud, California. Power for each of these sold-out trips would always be the venerable McCRR No.25 and a few passenger coaches. On occasions that the winter snows were especially heavy, one of McCloud's aging wooden snowplows would be coupled to the head end of the train to ensure safe passage through the heavy drifts along the line. Rail photographers were treated to some of the West's most beautiful scenery and classic short line railroad action in a snow-covered environment. These popular trips continued from the early 1960s into the early 1970s until the Alco 2-6-2 was sidelined for repairs. She was running again for a few years in the early 1980s and pulled a couple of winter trips until 1984 when she was again retired to the roundhouse.

With the return of No.25 to steam in 1997 and with the abundant snow deposited in the Mount Shasta region by El Niño, the PLA saw the opportunity to revive their tradition of sponsoring a first-class snow trip on the McCloud Railway. On Sunday, February 15, 1998, with plenty of fresh snow on the ground, No.25 pulled out of McCloud bound for Burney with two coaches and an open air car full of PLA excursionists. McCloud EMD No.37 had departed earlier in the morning with one of the wooden plows to help open the line. A heavy snowfall the day before had left the tracks in the high country deeply buried, so a plowing was needed to make way for the steam excursion. At Bartle siding those excursionists brave enough to wade in hip-deep snow got off the train to watch engineer Malen Johnson and fireman Martin Hansen couple onto the wooden plow and take the train down the siding, which had not been plowed all winter. The little 2-6-2 repeatedly rammed the plow into the five-foot drifts until forward movement stopped, then backed away to repeat the ramming process until the siding was clear and the photographers had the chance to capture this classic scene of steam railroading.

The train continued to Burney where it was turned on the Berry wye and the excusionists were given a chance to stretch their legs while No.25 took on water from a waiting water truck. With watering and servicing complete, the train returned the 62 miles to McCloud with one more stop for water at Bartle. Arrival at McCloud was after dark under a clear mountain sky filled with stars and the steam and cinders from the stack of the little 2-6-2 in the cold evening air. The comments received by the McCloud crews from the de-training passengers promised the PLA was pleased to have revived this unique railroading experience, and they would be back to McCloud next winter to give railfans the chance to see backwoods steam railroading as it is done on the McCloud Railway — MARTIN E. HANSEN.

KODACHROME: STEVE BROWN / BARTLE SIDING



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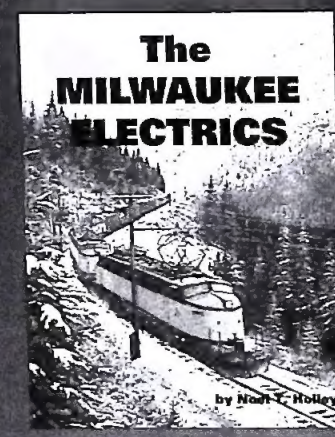

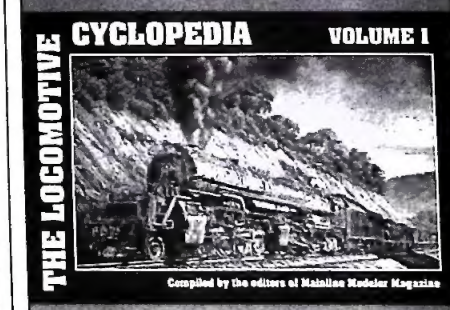

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On the cold morning of February 25, 1998, one of the historic Southern Pacific rotary plow sets was preparing to depart eastbound from Emigrant Gap, California, to clear snow off of Union Pacific's Donner Pass route. The plows' possible retirement, in deference to more modern, Union Pacific electric-powered plows, was cause for what might turn out to be the crew's last photograph (below) with their venerable snow fighting contraption.

Later, plow No.211 was kicking up a storm as it passed Amtrak No.6, the *California Zephyr*, at Truckee (above) and slowly chewing its way through heavy snows at Soda Springs, California, (opposite middle). The snow was not extremely deep, but heavy . . . and there was enough of it flying to bury the photographer as the rotary passed by. Also working Donner ahead of the rotary was a Jordan spreader, which was seen passing through Cisco (opposite bottom) — JAMIE MILLER.

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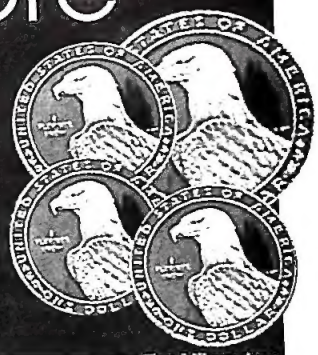

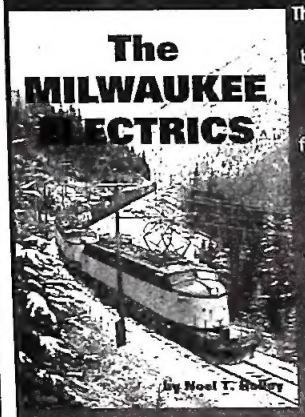

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ON THE MENU'S 1998 Dinner Train Guide

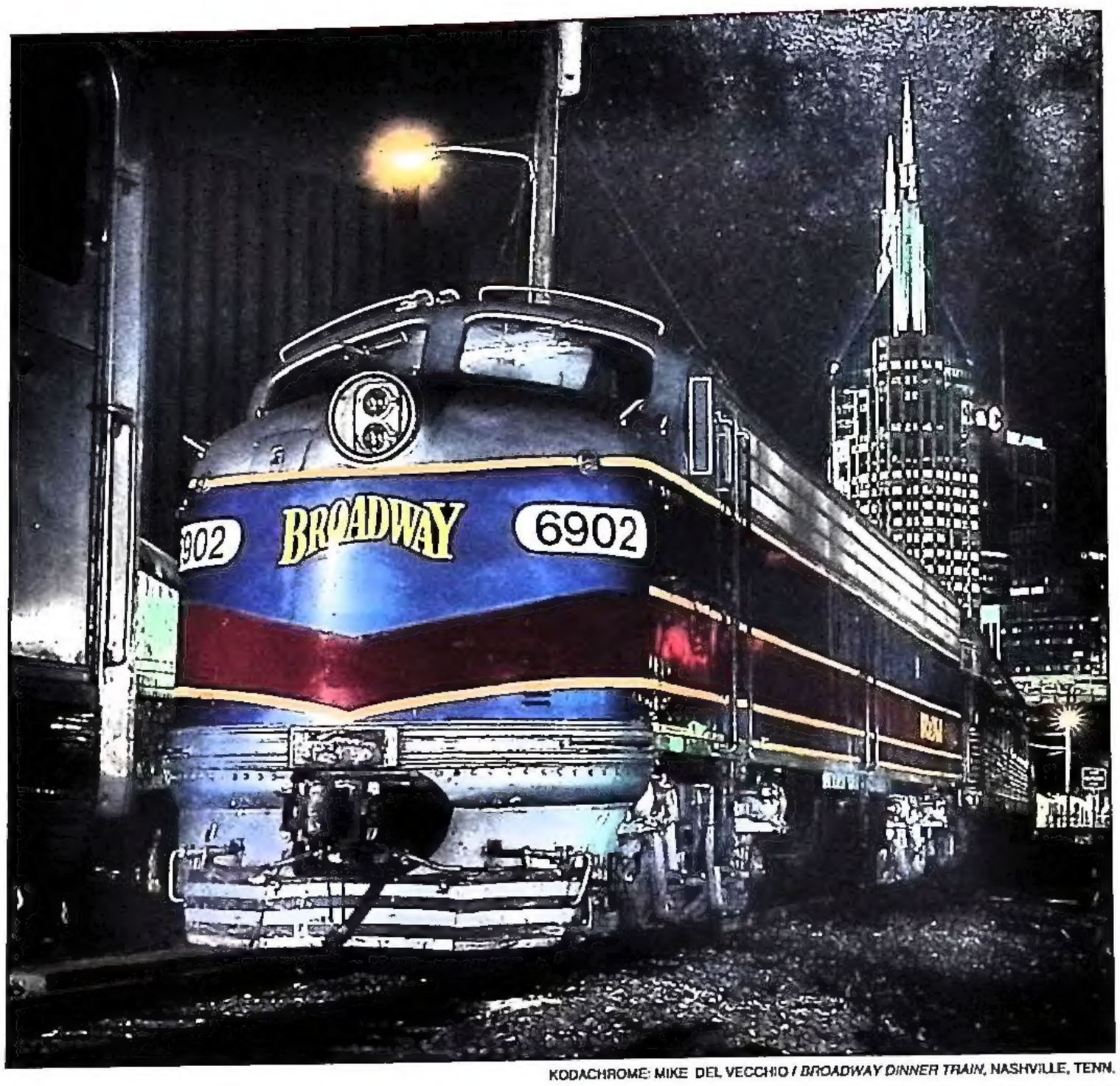
THE PAST YEAR has seen the usual plusses and minuses in dinner train operations. Several dinner train flags fell, including those of the long-running *Iowa Star Clipper* and the newer *Florida Central Adventure Dinner Train*, while others expanded operations such as the Mount Hood Railroad. Still others hoisted new flags — BCRail comes immediately to mind. Through it all, dinner in the dining car continues to be popular. This Guide is provided to encourage you to patronize these trains when you travel, or when you seek an unusual setting for a family or business get-together. For further information, or to make your reservation when planning a visit, merely call the telephone number(s) listed.

Dinner trains are arranged alphabetically by state, then by city of origin. Each entry names the train and/or railroad, notes the boarding location, lists the information and/or reservation telephone number(s) and, new this year if available, the operator's internet web site. The entry closes with a number and letter code that refers to the following classes of scheduling and meal service:

Frequency

1. Seasonal/Regular Schedule: Runs part of the year on a set schedule (i.e., daily, each Saturday, the last Friday of each month and the like).

2. Seasonal/Occasional: Runs part of the year, but on an irregular schedule (i.e.,



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holidays, special events weekends and the like).

3. Year Around/Regular Schedule: Runs virtually the entire year on a regular schedule (i.e., daily except Mondays, weekend evenings, Sunday brunch and the like).

4. Year Around/Occasional: Runs throughout the year, but on special dates only (i.e., Valentines Day, Memorial Day, Mother's Day and so on).

Note: Most trains charter on demand and, to fill remaining seats, may open seating to the general public. Call anytime to learn what is scheduled.

Type of Service

A. Ride n' Dine: Ride the train to and/or from a destination, where you detrain to eat).

B. Catered Dinner: Meal service for which food is prepared and/or cooked off the train and finished and/or served on-board. In most instances the food is prepared at a backside facility (station or commissary) and loaded hot. Today's technology enables these meals to be served at the appropriate temperature.

C. Meals Cooked On Board: Full dining car operation.

Note: Every effort has been made to insure the information presented here is complete and accurate. However, with change affecting everything from area codes to freight hauler routes, and from volunteer enthusiasm to weather patterns, there may be some errors or oversights. I hope to hear from you if you encounter an error or know of additional dinner trains not mentioned here. Meanwhile, please contact any train you hope to ride before visiting the site.

Arizona

Yuma; **Yuma Valley Railway;** 8th Street and the Levee; 520/783-3456; 1-A.

Arkansas

Eureka Springs; **Eureka Springs & North Arkansas Railway;** ES&NA Depot; 299 No. Main St.; 501/253-9623; 1-B.

California

Filmore; **Filmore & Western Railway;** In Central Park; 800/773-TRAIN (8724) or 805/524-2546; *www.fwry.com;* 3-B.

Fish Camp; **Yosemite Mountain-Sugar Pine Railroad;** 56001 Highway 41; 209/6837273; *www.ymsprr.com;* 1-A.

Healdsburg; ***The Redwood Adventurer/* Northwestern Pacific Railroad;** Healdsburg Depot; 800/550-2122; 1-B.

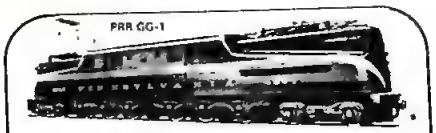
McCloud; ***Shasta Sunset Dinner Train/*McCloud Railway Company;** Main Street; 530/964-2142 or 800/733-2141; *www.mctrain.com;* 1 -B.

Napa; ***Napa Valley Wine Train;*** 1275 McKinstry Street; Information: 707/253-2111, Reservations: 800/427-4124; *napavalley.com/winetrain.html;* 3-C.

San Diego; ***Full Moon Dinner Train/* San Diego Railroad Museum;** 1050 Kettner Boulevard; 888/228-9246 or 619/595-3030; *www.sdrm.org;* 2-C.

Delaware

Lewes; **Queen Anne's Railroad/*Royal***



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E. NYC Electnc
F C&O 2-8-2
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H. P&LE 2-8-4
I. Southern 4-6-2
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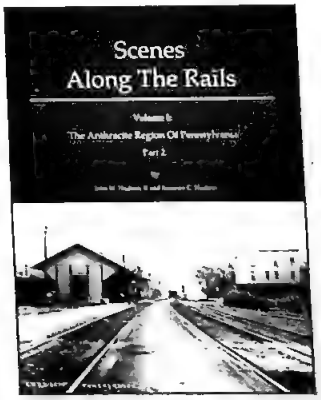

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Kansas

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Kentucky

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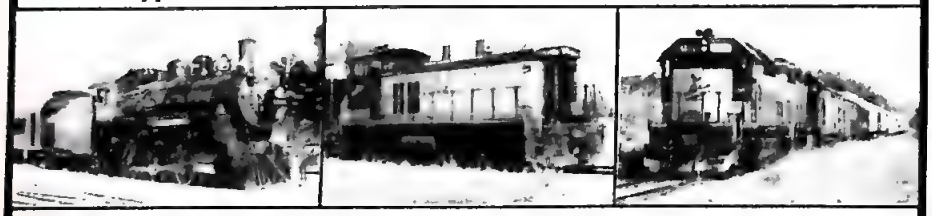

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RAILFAN EVENTS

ROANOKE, VIRGINIA, April 24-June 21. "Trains That Passed in the Night: The Railroad Photographs of O. Winston Link" will be on display at the Virginia Museum of Transportation, with 75 black & white and 10 color prints from the noted rail photographer. Information from the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670.

RIO GRANDE PHOTO FREIGHT will operate over the Cumbres & Toltec Scenic in May. Two days of photo opportunities of freight trains with helpers for $500. Information: John B. West, 334 Montford Place, Mill Valley, CA 94941; 415/383-3210.

WISCONSIN & SOUTHERN RAILROAD will be running the following special trips in Wisconsin using E9A locomotives and streamlined passenger cars. Some trips will offer first class accommodations. For more information contact Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-9229.

- **May 1-3,** *display only* at the Reedsburg Sesquicentennial.
- **June 6,** Whitewater Sesquicentennial with hourly departures.
- **June 20,** Edgarton Depot Fundraiser with several trips to both Milton Junction and Stoughton.
- **July 27,** limited seating on *Great Circus Train* from Baraboo to Milton Junction via Janesville.
- **July 28,** limited seating on *Great Circus Train* from Milton Junction to Milwaukee.
- **September 12,** Junction Function Day with hourly trips from Milton Junction to the Rock River Bridge near Edgarton.
- **September 18-20,** Cheese Days with hourly trips between Monroe and Juda.
- **October 3-4,** Fall Color trips from Madison, destination to be determined.
- **October 10, November 7 and 21,** *Badger Limited* will run three trips per day from Milton Junction to Madison for University of Wisconsin football games.
- **November 28-29,** Santa Train will depart Middleton for Madison and Cross Plains, with one trip each day to Mazomaine.

RIVERTON (SPRINGFIELD), ILLINOIS, May 2. 12th Annual meeting of the Illinois Traction Society (Illinois Terminal Railroad interest group) at the Knights of Columbus Hall at 9am. Self-guided tours of IT sites, clinics, slide shows, dinner and more. Information and dinner reservations from Dale Jenkins, 264 Victoria Avenue, Decatur, IL 62522-1835; 217/423-4877.

WASHINGTON, D.C., May 2. *Delmarva Special* to Salisbury and Pocomoke City, Md., over Conrail's Delmarva Secondary using Amfleet equipment. Visit a spring festival in Salisbury or ride rare mileage to Pocomoke. Boarding available at New Carrollton, BWI Airport and Baltimore. Washington-Pocomoke fare $84 adults, $64 kids 2-15, Washington-Salisbury $69 adults, $49 kids 2-15. Fares vary for other boarding locations, call or write for details. Tickets and information from Washington D.C. Chapter NRHS, P.O. Box 151, Alexandria, VA 22313-0151; 703/273-8440; dcnrhs@us.net.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610, 2-8-2 4501 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

- **May 2,** to Chickamauga, "Down Home Days," $35, 4501.
- **May 16,**to LaFayette "Rail to Wings" airshow, $50, diesel.
- **June 20,** to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
- **July 4,** to Chickamauga, "Pops in the Park" concert, $42, diesel.
- **August 15,** to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
- **September 26,** to LaFayette, "Bluebird Bus Plant Tour," $50, 610 or 4501.
- **October 3,** to Trion, "Steam Doubleheader," $62, 610 & 4501.

SAN ANGELO, TEXAS, May 2-3. Railfair '98 at the Historic Orient-Santa Fe Depot, 703 South Chadbourne Street and at the San Angelo Convention Center, 500 Rio Concha Drive, Saturday 10am-4pm, Sunday 12pm-4pm. Railway Museum of San Angelo tours, model train show, railcar displays, free shuttle between sites. Admission $3, kids under 12 $1. Information from Tommy Robinson, 209 North Bishop Street, San Angelo, TX 76901; 915/658-3120.

THE 20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; www.20thcentury.org) will sponsor the following trips from Chicago. Contact the club for more details and prices.

- **May 2-4,** Red Wing, Minn., via *Empire Builder.*
- **May 16-17,** Illinois Railway Museum via Metra charter.
- **June 5-7,** Cumberland, Md., via *Capitol Limited,* visit Western Maryland Scenic Railroad.
- **June 20-27,** Grand Canyon via *Southwest Chief* and Grand Canyon Railway, including Verde Canyon Railway.
- **July 11-18,** Colorado Rockies via *California Zephyr;* includes Manitou & Pikes Peak and Durango & Silverton.
- **July 18,** Waukegan, Ill., via Metra for lunch at Mathon's.
- **August 8-10,** Circle trip to Milwaukee and Niles featuring ride on ex-C&O tug *Badger* across the lake.
- **September 12-13,** Historic Home Tour in Marshall, Mich., via Amtrak.
- **September 27-October 1,** Algoma Central's Agawa Canyon train, circle tour of Lake Michigan.
- **October 10-11,** Galena Limited charter to country fair.
- **October 15-21,** *Seven Trains in Seven Days* motorcoach tour to Kentucky and Tennessee, trains include *My Old Kentucky Dinner Train* and *Broadway Dinner Train.*
- **November 7,** Flossmoor Station Brewery via Metra.
- **December 26-January 1,** Baltimore via *Capitol Limited.*

STOCKTON, CALIFORNIA, May 8-10. Western Pacific Historical Society Annual Convention at the Stockton Inn. For information contact Stephen M. Hayes, P.O. Box 1083, Soulsbyville, CA 95372; 209/536-1847.

MONTICELLO RAILWAY MUSEUM, Box 401, Monticello, IL 61856 (217/762-9011) will hold the following special events:

- **May 9-10,** Throw Mama on the Train.
- **June 20-21,** Father's Day Bluegrass and more.
- **June 27-28,** Western Days (Sunday only train robberies).
- **July 3,** Fireworks Train (reservations required).
- **August 15, 16, 22 and 23,** Thomas the Tank Engine.
- **September 19-20,** Railroad Days with freight trains.
- **October 23-25 and 30-31,** Ghost Train and haunted car.
- **November 7-8,** Throttle Time (learn to operate a locomotive; reservations required).

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission $2.50 adults, $2 seniors, $1.50 kids 3-11, under 3 free.

- **May 10,** Mothers' Day on the trolley.
- **June 7,** Spring caboose rides.\
- **June 21,** Fathers' Day on the trolley.
- **June 27-28,** Fox River Trolleyfest.
- **September 13,** Fox River FolkFest (admission $1 extra).
- **October 4 and 11,** Fall Foliage caboose rides.
- **October 24-25,** Pumpkin Trolley (admission $.50 extra).
- **October 31,** Haunted Trolley.

HIGH IRON TRAVEL, P.O. Box 50116, Minneapolis, MN 55405 (612/922-7259) will be making the following special trips using the private car *Caritas* and others. Call or write for details.

- **May 15-17,** Dakota, Minnesota & Eastern's Colonie and Dakota Junction lines in Nebraska, departing from Rapid City, S.D.
- **May 22-27,** Rare mileage Denver, Colo., to El Paso, Texas, with a side trip to the Cumbres & Toltec Scenic. Round trip departs from Chicago.
- **June 27-July 5,** Explorers IX Trip over Camas Prairie Railroad and former UP branches in Washington, Oregon and Idaho. Trip departs from Spokane, Wash.

WILMINGTON, DELAWARE, May 16. 10th Annual Delaware Transportation Festival at the Wilmington Amtrak station, 10am-5pm. Rolling stock displays from vintage equipment to Amtrak's newest, train rides, Operation Lifesaver and other transportation displays. Free admission. Information from Steve Welch, Special Projects Manager, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3401.

HOBOKEN, NEW JERSEY, May 16. Try Transit Festival at the Hoboken Terminal, 10am-5pm. Railroad displays, memorabilia and street fair. Admission free.

HALUWASA SHORELINE RAILROAD, 377 South Ehrke Road, Hammonton, NJ 08037 (609/561-3081) is holding the following special events on its two-foot gauge railroad. Call or write for details.

- **May 16,** Rail Expo.
- **October 10,** Railfest.

STEAMTOWN NATIONAL HISTORIC SITE, 150 South Washington Avenue, Scranton, PA 18503-2018 (717/340-5185) will hold the following special events. Call for information and fees.

- **May 16,** Armed Forces Day Excursion from Steamtown to Tobyhanna Army Depot.
- **May 23-25,** Memorial Day celebration with modern and historic military equipment.
- **May 24,** military train night photo session with Steve Barry.
- **September 5-7,** Rail Expo '98 with state-of-the-art equipment visiting the park. More details to follow.

MILWAUKEE ROAD 261 will be running on the following days. For ticket information on the public excursions contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.

May 16-17, public trips over the Twin Cities & Western from Hopkins, Minn., to Olivia featuring multiple photo runbys; **June 23,** *deadhead* from Minneapolis to Neenah, Wisc., via Wisconsin Central; **June 24,** *deadhead* from Neenah to Chicago via WC; **June 27-28,** public excursion from Chicago to Galesburg, Ill., and return each day for Galesburg Railroad Days via BNSF, co-sponsored by Chicago Chapter NRHS (773/836-9203); **June 30,** *deadhead* from Chicago to Green Bay, Wisc., via WC; **July 4-5,** short public trips over Wisconsin Central for the Americas Festival; **July 7,** *deadhead* from Green Bay to Minneapolis via WC; **September 4-7,** on display at Topeka (Kansas) Railroad Days; **September 11,** public excursion from Kansas City, Mo., to Lincoln, Neb., one way;

Septe[illegible] [illegible]om Lincoln, Neb., to Sioux City, Iowa, [illegible] September 13, public excursion from Sioux City, Iowa [illegible] appeals, one way.

DANBURY, CONNECTICUT, May 16-17. Spring Show at Danbury Railroad Museum with train rides, equipment displays, Saturday night photo session and more. Train to event leaves Grand Central Terminal, New York, at 8:45am, returns via Beacon Line at 6:15pm. Show admission $3, train trip (includes show) $39 ($35 before April 19). Tickets and information from Danbury Railroad Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337.

ALTOONA RAILROADERS MEMORIAL MUSEUM (1300 Ninth Avenue, Altoona, PA 16602, 814/946-0834) will hold the following special events.

May 16-17, 6th Annual Horn & Whistle Fair. Rail, ship and factory whistle demonstrations, workshops and lectures.

May 30, Circus Day. Photos and memorabilia from the Walter Main Circus train wreck of 1893. Activities for kids.

JEWETT, OHIO, May 17. *Dresden Village Express* steam-powered trip sponsored by the Mahoning Valley Railroad Heritage Association and the Ohio Central Railroad. Trip departs Jewett 8:30am. Three-hour layover in Dresden. Fare $39.95 per person (checks payable to "MVRHA") from Steam Train Trip, P.O. Box 3055, Youngstown, OH 44511; MC/Visa users can call 800/571-1199.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following trips. Call or write for a complete catalog.

May 17, McCloud Railfan Day using Alco 2-6-2 No.25.

September 17-20, White Pass & Yukon spectacular with charter steam and diesel with passenger, freight and mixed consists.

September 28-29, Cumbres & Toltec Scenic fall colors spectacular with double-headed 2-8-2s.

October 3-4, Nevada Northern spectacular with passenger, freight and mixed consists behind 4-6-0 No.40 and 2-8-0 No.93.

BLANDON, PENNSYLVANIA, May 23. PicnicRail '98 sponsored by the Anthracite Railway Historical Society, Conrail Historical Society, Schuylkill Valley Model Railroad Club and the Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS. Afternoon videos and photography seminar, hot buffet served at 5pm, evening slide show by R&R editor Steve Barry, all along Conrail's former-Reading main line. Tickets $9, kids 3-12 $4.50 from HMRHS, c/o. Phil Reppert, 17 Adele Avenue, Blandon, PA 19510.

WASHINGTON, D.C., May 23-25. Travel to Boston onboard 1930s Pullman Dover Harbor. Fare $529 includes tickets to Boston Pops concert and two nights in a Boston hotel. Information from Henry Bielstein, Ticket Agent, Washington D.C. Chapter NRHS, 13425 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592; www.us.net/dcnrhs/.

CHESTER, MASSACHUSETTS, May 30. Chester on Track sponsored by the Chester Foundation, 9am-4pm. Conrail, Amtrak, live steam displays, granite works tours, more. Free admission. Information from The Chester Foundation, 17 Bailey Road, Huntington, MA 01050; 413/667-8755.

LOWELL, MASSACHUSETTS, June 5-7. Boston Trolley Meet sponsored by Boston Chapter NRHS at the Doubletree Hotel, 50 Warren Street, Friday 7pm-10pm, Saturday 9am-4:30pm, Sunday trip over MBTA. Admission $8, kids under 16 and spouses free, banquet and tours additional cost. Information from Kevin Farrell, Boston Chapter NRHS, P.O. Box 252 Newtown Station, Boston, MA 02258; 978/663-6239 7pm-9:30pm; kevin-t@ici.net.

NASHVILLE, TENNESSEE, June 6. Excursion to the Summer Fun Festival in Gordonsville. Ticket prices range from $15 to $50, reservations are required. Write or call for a ticket order form to Tennessee Central Railway Museum, 709 North Lake Circle, Brentwood, TN 37027-7844; 615/833-5077.

SPENCER, NORTH CAROLINA, June 6-7. 11th Annual Railroad Days at the North Carolina Transportation Museum. Railfan and children's events, model railroad & railroadiana show, special train rides, more. Tickets $15, kids 3-12 $10. Tickets or information from NCTM Rail Days, 411 South Salisbury Avenue, Spencer, NC 28159; 704/636-2889.

MERIDIAN, MISSISSIPPI, June 6-7. First ever public excursions over the entire Meridian & Bigbee Railroad. Morning and afternoon trips each day, all accommodations on private varnish, photo runby included. Net proceeds donated to the American Cancer Society. Tickets $60, kids 12 and under $40. Information from Leo Wright, c/o M&B RR, P.O. Box 551, Meridian, MS 39302; 800/420-6047; rpwjazz@aol.com.

SOUTHERN PACIFIC 4449 is tentatively scheduled to power the following excursions. More details to follow:

June 6-7, Portland to Wishram, Wash., round trip each day.

June 13-14, Portland to Bend, Ore., two-day trip.

ANGELICA, NEW YORK, June 7. Dedication of Pittsburg, Shawmut & Northern private car *The Clara* at the Allegeny Fairgrounds by the PS&NRR Historical Society. All-day event begins at 9am, dedication at 1pm. Information from William L. Reddy, P.O. Box 117, Castile, NY 14427-0117.

DELTA, PENNSYLVANIA, June 7, 14, 21 and 28. 23rd Annual Ma&Pa Railroad Month at the Old Line Museum, 602 Main Street, featuring photos, drawings, memorabilia and models of the Maryland & Pennsylvania. Admission free, donations appreciated. Information from J.E. Murphy, P.O. Box 9706, Baldwin, MD 21013-0706; 410/592-7491.

WHITE PASS & YUKON ROUTE (P.O. Box 435, Skagway, AK 99840) will operate steam excursions between Skagway, Alaska, and Bennett, British Columbia, 80 miles round trip. Fare is $156 adults, $78 children and includes lunch. Dates are June 13 & 27, July 11 & 25 and August 8 & 22. For a brochure or reservations call 800/343-7373.

CALGARY, ALBERTA, June 13-14. Heritage Park Railway Days honoring the unknown and unsung heroes of the railway. Two operating 0-6-0s on continuous freight and passenger trains, operating streetcars, model and memorabilia displays. Information from Heritage Park Historic Village, 1900 Heritage Drive S.W., Calgary, Alberta, Canada T2V 2X3; 403/259-1900.

MADISON, SOUTH DAKOTA, Railroad Days at Prairie Village with 40 buildings of exhibits, three steam locomotives, one diesel on display. Evening dinner train requires advance reservations. Information from Rachel Beck, P.O. Box 256, Madison, SD 57042; 800/693-3644 or 605/256-3644.

BOSTON, MASSACHUSETTS, July 3-6. Four-day trip to mid-coastal Maine with activities, events, train and boat rides. Fare $375 per person, double occupancy, includes eight meals; single supplement $160. Information from Mystic Valley Railway, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

CLINTON CORNERS, NEW YORK, July 4-September 13. Exhibit on "Connections" at the Clinton Exhibit Center, Route 115 (1 mile from the Taconic Parkway). Exhibit shows how rail connections to the outside world affected the people and businesses of Dutchess County. Hours 10am-4pm Saturday and Sunday, donation requested for admission. Information: 914/266-5494.

SYRACUSE, NEW YORK, July 7-12. National Railway Historical Society annual convention. Scheduled activities include **July 6,** Diesel powered excursion from Syracuse to Steamtown one-way, night photo session; **July 7,** Steamtown including excursion with runbys, behind-the-scenes tours, rail return to Syracuse; **July 8** Tioga Scenic Railway or O&W bus tour; **July 9** Mohawk, Adirondack & Northern and Adirondack Scenic Railroad from Utica to Old Forge; **July 10** RDC trip over NYS&W's "Ontrack" service, railroadiana show, seminars and banquet with Walter Rich of NYS&W as speaker; **July 11** NYS&W excursion from Syracuse to Binghamton with Chinese 2-8-2 142, night photo session; **July 12** Finger Lakes Railway excursion over ex-NYC Auburn Branch with two E8s. Information from Central New York Chapter NRHS, P.O. Box 229, Marcellus, NY 13108.

DENVER, COLORADO, July 18. Union Pacific 844 will power its only public excursion of 1998 on the Denver *Post* special to Cheyenne Frontier Days. More details to follow.

RINGOES, NEW JERSEY, July 18-19. Railroad Days 98 with photo opportunities, displays, evening train ride to Lambertville, more. Admission and parking are free. Information from BR&W, P.O. Box 200, Ringoes, NJ 08551.

BOSTON, MASSACHUSETTS, July 19-August 3. *Down East Adventure & Maritime Explorer* rail excursion to Labrador over Amtrak, VIA and the Quebec, North Shore & Labrador. Ticket prices from $2300 to $3000 depending on occupancy choice. Fare covers over 1000 miles of track, 34 meals and all admissions. Information from Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

PHILADELPHIA, PENNSYLVANIA, July 22. Train trip via Amtrak to Altoona and around Horseshoe Curve, with visits to the Horseshoe Curve Museum and the Railroaders Memorial Museum. Tickets are $238 for first adult family member, $138 for spouse and children under 18, includes one-year membership in Lionel Collectors Club. Tickets and information from the Lionel Collectors Club of America, c/o Mario Evangelista, 1328 Bigler Street, Philadelphia, PA 19148; 215/467-1640.

WILMINGTON, DELAWARE, July 25. 7th Annual *Rail to the Fair* excursion to Harrington and Frankford, Del., over Conrail's Delmarva Secondary using Amtrak equipment. Train departs Philadelphia 9am, Wilmington 9:43am, with additional boarding locations. Ticket prices range from $22.50 (Harrington-Frankford) to $67.50 (Philadelphia-Frankford). For complete fares and additional boarding locations contact Christie Hoffman, Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114; 302/577-3278 ext. 3412.

NEWARK VALLEY, NEW YORK, July 25. Depot Days Festival with train rides, train and craft vendors, fireworks and more. Information from Historical Society, P.O. Box 222, Newark Valley, NY 13811; 607/642-9516.

ROCKY MOUNTAIN RAILROAD CLUB will celebrate its 60th year of rail excursions with a two-day "Photographer's Freight Train" on the Cumbres & Toltec Scenic Railroad on July 25-26. Authentically lettered locomotives, multiple photo runbys. For details contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

SALT LAKE CITY, UTAH, July 29-August 1. Annual Convention of the Union Pacific Historical Society with tours of UP's Ogden Training Center, Ogden Railroad Museum and Heber Valley Railroad. For registration form contact John Mantey, Registrar, 185 Cordova Court, Boulder, CO 80303-4906.

BELLOWS FALLS, VERMONT, July 31-August 2. *Transpo '98* will feature NYS&W 2-8-2 142 operating on the *Green*

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Mountain Flyer, along with equipment displays and night photo sessions hosted by RAILFAN & RAILROAD. Event coincides with Old Home Days with family activities including a large fireworks display. Information from Steve Mumley at 802/463-9531; railtours@sovernet.com.

OSCEOLA & ST. CROIX VALLEY RAILROAD, (P.O. Box 176, Osceola, WI 54020; www.mtmueseum.org) will be sponsoring the following special events from Osceola. For reservations for all events except the short New Richmond trip call 800/711-2591.

July 31-August 2, Steamfest in the Valley with trips behind Soo 1003 or NP 328. Double-header on August 2.
August 8, steam-powered 80-mile High Bridge Low Bridge excursion behind Soo 1003 to New Richmond.
August 8, 10-mile trip from New Richmond to the St. Croix River Bridge behind Soo 1003. Reservations for this trip only at 888/320-3276.
September 26, Fall evening diesel-powered trip.

BUTTE, MONTANA, August 6-8. Annual meeting of Milwest, a group dedicated to the preservation of the former Milwaukee Road western lines, will be held at the Montana Tech Campus Student Union Building. Registration $10, tours will be offered at additional cost. For information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; mccray@ixi.net.

CINCINNATI, OHIO, August 8. "Summerail at CUT" at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide presentations, railroad show & sale, tours of Tower A. Scheduled presenters include Terry Chicwak, Mark Demaline, Dave DeVault, Kevin EuDaly, Ron Flanary, Steve Forrest, Jeff Gast, David Jakublec, Steve Patterson, Mark Perri, Mike Schafer and Tom Seiler. Tickets $12 with checks payable to Cincinnati Railroad Club and mail to Summerail 1998, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513-651-RAIL.

FLINT, MICHIGAN, August 15-16. 17th Annual Huckleberry Railroad Railfans Weekend at Crossroads Village sponsored by the Friends of the Huckleberry Railroad, 11:30am-5:30pm. Steam powered narrow gauge railroad, shop tours, railroad show & sale, Saturday night photo session, more. Admission $9 daily, seniors and childrens rates available, two-day railfan pass available. Information from Mid-Michigan Railway Historical Society, Inc., P.O. Box 79, Flint, MI 48501; 800/648-PARK.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870) is sponsoring the following foreign trips. Call or write for a complete catalog.

Ecuador, August 8-16, 7 charter trains with steam and railcars.
South America, October 17-November 8, 21 charters in Chile, Argentina, Paraguay and Bolivia.

TEFS RAILWAY TOURS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Send a SASE for details.

China, four different departures.
Hedjaz, Jordan and Syria, July 18-August 2. Steam trains on the former Hedjaz Railway.
Australia Steam Extravaganza, August 1-24. Cairns, Brisbane, New South Wales.
Myanmar, December 26-January 10. Main line steam charters and scheduled branch line trains.

RAILROADIANA MEETS

BELLEFONTAINE, OHIO, May 16. Model Railroad Flea Market sponsored by Big Four Railfans at the Four-H Building, Logan County Fairgrounds, 10am-4pm. Admission $1, kids under 12 free with adult. Information: Daniel E. Gilbert, P.O. Box 682, Bellefontaine, OH 43311; 937-593-1428.

PHOENIX, ARIZONA, May 16. Everything Railroad Spring Swap Meet sponsored by Sahuaro Central Railroad Heritage Preservation Society, Inc., at Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm. Admission $3, kids under 12 with adult free. Information: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

JERSEY CITY, NEW JERSEY, May 17. Trans-Rail Expo sponsored by Communipaw Commemoratives and the N.J. State Park Service at the Central Railroad of New Jersey Station, Liberty State Park, 9am-5pm. Admission $6, kids under 12 $2. Information: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002-0831; 201/823-4983.

ALBUQUERQUE, NEW MEXICO, May 17. Albuquerque Railroad Fair sponsored by Golden Spike Enterprises, Inc., at the New Mexico State Fairgrounds, Manuel Lujan Exhibit Hall, 9am-5pm. Admission $4, kids under 12 free. Information: Bryan Moseley, P.O. Box 6583, Albuquerque, NM 87179-6583; 505/345-0657.

CORUNNA, MICHIGAN, May 17. Durand Union Station's 20th Annual Model Railroad Flea Market at the Shiawassee County Fair Grounds, 2900 East Hibbard Road, 11am-4pm. Admission $2. Information: Janet Elliott, 3106 Cherokee, Flint, MI 48507; 810/742-1954.

STROUDSBURG, PENNSYLVANIA, May 23. Spring Train Show sponsored by Pocono Mountains Chapter NRHS at the Stroudsburg High School, 1100 West Main Street, 9am-2pm. Admission $3.50, kids under 12 free. Information: Clayton Colefield, 696 Milford Road, East Stroudsburg, PA 18301; 888/421-6947.

ORLANDO, FLORIDA, May 23. Railroadiana, Model & Toy Train Show & Sale sponsored by Central Florida Chapter NRHS at Loch Haven Park Neighborhood Center, 619 North Lake Formosa Drive, 10am-2pm. Admission $2, kids under 12 free. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

FORT WORTH, TEXAS, May 24. Lone Star Train Fair sponsored by Golden Spike Enterprises, Inc., at the Will Rogers Memorial Center, Amon G. Carter Exhibit Hall, 10am-5pm. Admission $5, kids under 12 free. Information: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

CHATTANOOGA, TENNESSEE, May 30 Southeastern Railroadiana Collectors Railroad Collectibles & Model Train Show in conjunction with the Southern Railway Historical Association Annual Convention at Chattanooga Choo-Choo Holiday Inn, 1400 Market Street, 9am-4pm. Admission $4, kids under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

SAN ANTONIO, TEXAS, June 6. 8th Annual Summer Train Show at Live Oak Civic Center, 8101 Pat Booker Road, 9am-4pm. Admission $5, kids $1, family $8. Information: Frolin Marek, 4647 Harpers Bend, San Antonio, TX 78217; 210/655-1400; FrolinMarek@worldnet.att.net.

WE'D LIKE YOU TO MEET ...

PATRICK McGINNISS

Terry LaFrance

The author of this month's feature on Curtis Hill was born in the Sooner State in 1965 and says transportation is in his blood, because he grew up moving. Terry LaFrance's father, working for the Oklahoma State Forestry Division, moved the family every two years until Terry was in junior high. Terry tells his story this way:

"My earliest strong railroad memories are associated with Chickasha, Oklahoma. The Rock Island crossed the Frisco at grade and our neighbor's ranch bordered the Rock's branch to Magnum, Oklahoma. I can recall seeing empty stock cars heading east around 1970. I remember they were empty because you could see daylight through them — no cows. When you're four or five years old those things are important.

"Two moves and four years later found me in Pryor. Most evenings Dad loaded us up in our truck to check our cattle. On one particular day we had just picked up my sisters from the sitter's before leaving town. As we were waiting to turn onto the highway we noticed a car across the road stuck on the tracks. Dad, ever the good samaritan, decided to drive over and help. Good timing runs in our family, because I remember saying something about 'it would be a bad time for a train to come along,' and the words were past my lips only a second when Mom yelled that a train was coming. Dad bailed out and went to push the car off the tracks. After it became clear the car wasn't going to budge, at literally the last second Dad reached in, pulled the driver from the car and got clear. To this day I continue to be amazed at what a train can do to a car. Years later I read in *Reader's Digest* about someone who

received the Carnegie Medal for saving a person from a collision on the Boston & Maine. Since then I have been frustrated that Dad never got that recognition. It is also a reason I became an Operation Lifesaver representative.

"A move in 1980 to Cushing, Oklahoma, put me at the end of a Santa Fe branch that saw service four days a week. By now I was 14 and could ride my bike anywhere in town. Trains at last! I was told the agent was a rail buff and I should meet him. To this day, Ralph Bodine is a good friend. He got me involved in the Central Oklahoma Railfan Club and I started getting their newsletter. My favorite column was "Rumor Mill," written by Frank Tribbey. Frank was the Frisco second trick operator at Tulsa. His monthly mantra was 'get your pictures of the Frisco while you can.' Pictures? What a great idea.

"My experiences in Cushing were a watershed. I learned as much as I could, and I got to know the regular crew on the local. Vern Yost, the engineer, was a grizzled gentleman farmer who was deaf in his left ear from 40 years of train air exhausting next to him. I spent much of my time riding with him — I think they figured I was safer in the cab. After I learned the do's and don'ts of railroading I would help brakeman "Big" John Elliott and conductor Sherm Garrett. They were very good teachers and I now realize I was in a time machine. Here were men who learned their trade when steam was still used.

Through the friends I made in the CORC, I would see the last of the Frisco, learn the ways of the Santa Fe, Katy and and MoPac and catch the remnants of the Rock. One friend introduced me to Tennessee Pass, Sherman Hill and Castle Gate. I've been a fan of the Rio Grande ever since. One of the first places I was able to go after I arrived at college was Curtis Hill. I was dazzled. I never passed up an opportunity to get back to the Hill, where I tried to emulate the photos that Preston George had shot there.

"The best part of the story is my wife Tamra. She is my best friend and favorite railfan partner. We make a good team as she reads timetables, changes lenses and navigates when I don't know where I'm going (which is generally true in most aspects of our life). This works well as long as we also look at animals along the way.

"Tamra has to put up with my extended absences associated with my job as a captain in the U.S. Army. As a transportation officer I am often required to travel to many places which, coincidentally, offer some unique railfan opportunities. One of the best benefits of traveling for the Army is being sent to the transportation school at Fort Eustis, Virginia. These trips have gained me some great friends that I would not have had the opportunity to meet otherwise. I have been able to hone my photography skills by hanging around the likes of Doug Koontz and Kurt Reisweber. I have also been priveledged to be the guest of Jim Boyd, who introduced me to the great folks at R&R. It is this association that has rekindled my writing. Mike Del Vecchio said it best in Jim's farewell in the February issue: 'I feel I have been blessed with good friends and teachers and provided wonderful opportunities to see and do things most people only get to read about. I am very thankful to all the people who have shaped my life. Thanks.'" ✍

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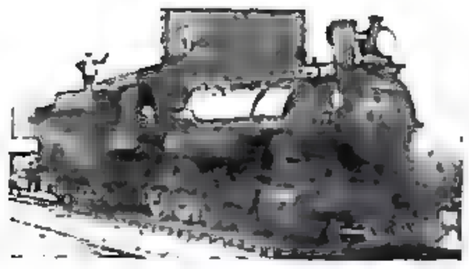

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The 20th Winterail

by Steve Barry

THE GRANDADDY OF RAILROAD MULTI-MEDIA SLIDE SHOWS, Winterail, celebrated its 20th Anniversary Edition on March 15, 1998, in Stockton, California. Organized by Vic Neves, the event drew over 900 people to see a wide variety of slide shows with an emphasis on Western subjects.

The day got off to a rousing start with Vic Neves quick five-minute production of *The Road to Winterail,* showing the antics of the behind-the-scenes crew. After a few quick announcements, the first real program of the day was shown, Mark Acuna's *The Amador Central — Sixty-Nine Curves to Ione.* Mark not only showed the Amador's Baldwin, but spent time telling the stories of the people that worked for the railroad and made it a great place to visit.

The two Genesee & Wyoming short lines in Oregon, the Willamette & Pacific and the Portland & Western, were the featured railroads in Greg Brown's *Oregon's Heartland Haulers.* Narrated by Greg's wife Jennie, the program went on a branch-by-branch tour of these two colorful railroads.

The introduction printed in the Winterail handout to John Roskoski's *Surf and the Southern Pacific* set the tone for the show. "'Surf? What's at Surf?' With his lantern held high, so its amber glow accented every wrinkle on his leather-like face, the old conductor answered, 'Nothing but the wind, the sand and the sea.' With that, he turned and headed off into the blackness of the night, and his caboose." This program, first presented at Winterail '90, was back by popular demand, and it was apparent why. Combining historical photos and an apparent love for the location, John weaved a story of the place by the sea. It was definitely a first-class presentation.

The next program left the West Coast and took us to Appalachia. Ron Flanary's *In My Life* was a combined series of shorts that included his early black & white shooting days along the Louisville & Nashville, color scenes from all over the South, a tribute to Norfolk Southern (yes, Norfolk Southern) and a look at the Clinchfield's *Santa Claus Specials.* Especially memorable were segments on the Santa Fe set to a song called "Santa Fe All the Way" done by a poor Johnny Cash impersonator and CSX set to Ricky Skagg's "I Wouldn't Change You If I Could."

Following Ron's program were three "Winterail Shorts." A Short is basically a mini-slide program, with a little bit of introductory narration and a series of slides set to one song — the entire Short lasts about five minutes. First was Mark Possin's *Tennessee Pass,* a colorful look at the final days of the fabled Rio Grande route. Next up was Ken Meeker's *Connection,* which covered the SP Overland Route between Oakland and Ogden, focusing on the the SP's connections to other roads. The last of the shorts was *Red Over Yellow in the Blues* by Ed Spaulding, which provided an engineer's view on the district between Hinkle and LaGrande, Oregon. Ed spends a lot of his time as engineer "in the hole," thus the Red Over Yellow reference.

The only departure from slide shows was the pre-dinner break movie by Don Olsen. *El Dorado County Loggers* focused on the Camino, Placerville & Lake Tahoe Railroad, the Diamond & Caldor Railroad and the MIchigan-California Lumber Company. While smokey Shays made up the majority of the film, all aspects of the lumbering industry were shown. Everybody's attention went to the screen when Don showed color movies of link-and-pin couplers in regular service, which the D&C used until 1952! It was the banning of link-and-pin couplers (and the resulting expense of replacing all couplers on their equipment) that led to the D&C's abandonment.

Just before dinner was the "Three Favorite Slides" segment, where all Winterail attendees are invited to show their, well, three favorite slides. The photographer's name is announced and, due to the volume, each slide gets about six seconds on the screen. Presenters included someone named Al Niño. After dinner were the awards for the Winterail photo contest and door prizes. Another Winterail Short, *Rail Dance* by Doug Jensen, was next. Rail Dance included a lot of spectacularly artsy photos set to the music of *River Dance.* Really nice!

Winterail has a railroadiana show running concurrent with the afternoon slide presentations, so not everyone chose to view all of the afternoon features. But by the evening, with the sale finished, the auditorium was packed for the final three features. Steve Patterson's *Canada — Coast to Coast by Passenger Train* began and ended on narrow gauge railroads and in between were F-units, RDC's and just about anything that was in regular passenger service in the Great White North since 1961.

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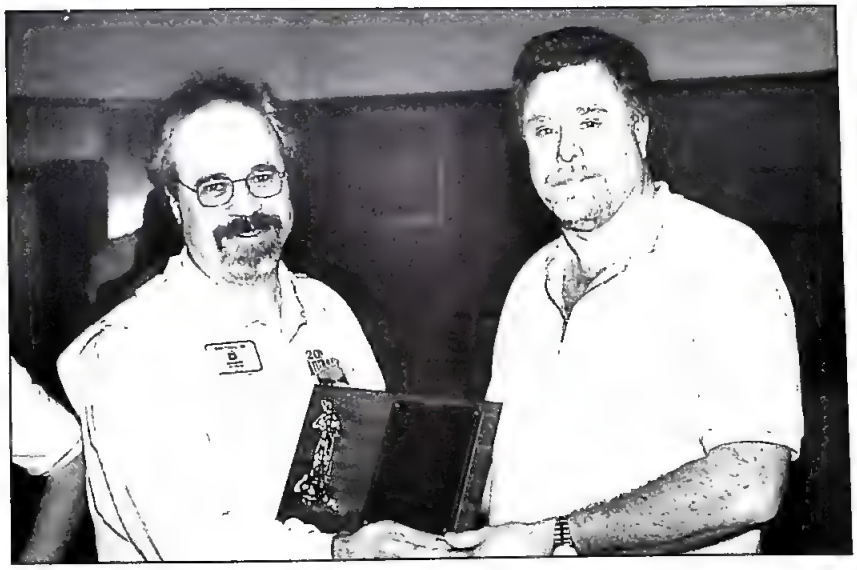
Steve's music track featured some very neat Canadian folk music, and he got more than one request for a copy of the tape. Steve was a presenter at the first Winterail and also at the Tenth Anniversary show, so it was appropriate he be featured at the 20th Anniversary program.

Next up was perhaps one of the most bizarre multi-media shows this writer has ever seen. Ken Meeker, Wayne Monger and Vic Neves teamed up for *B.A.F.A.T.S. 1978 Western Foam-A-Thon (or The Three Stooges' Excellent Adventure).* During the summer of 1978, when the three were young and foolish, they embarked on an 18-day tour to see the best of the West. The ambitious itinerary included Soldier Summit, the *Rio Grande Zephyr,* Utah Railway Alcos, Sherman Hill, U.S. Steel F-units in Wyoming, and BN F-units on Marias Pass. And that was only the first half of the itinerary (before the camping crew took their first shower of the trip). They finished off with the Milwaukee Road in Montana, Stampede Pass and the Yakima River Canyon, Rayonier loggers on the Olympic Peninsula, UP in the Blue Mountains and log trains in eastern Oregon. The three regard this as their best vacation of all time, and it was easy to see why. What made this program stand out, however, was they remembered to shoot things other than the trains they saw (including a unique dual lunar encounter in broad daylight) and wove all the sights of the trip into a masterful (and hilarious) story. Two thumbs up!

The grand finale was a presentation by Mr. Multi-Media, Ted Benson, covering what he covers best — the Sierra Railroad. *Untitled. . . Ten Years After* was an updated version of a show Ted presented in 1988. It was a fitting tribute to the railroad that, with its founding in 1887, is now entering its second century of service. And while Ted is known as one of the masters of black & white, he showed that he is equally comfortable with Kodachrome.

When it was over, Winterail's 20th Anniversary had to be declared an unqualified success. It was my first visit to the big show, and I was impressed with the professionalism of the staff and the enthusiasm of the audience. In addition to show producer Vic Neves, a big congratulations has to go out to railroadiana show promoters Ken and Cheryl Meeker, projector technician Steve Sloan, audio-visual assistant Brian Jennison and all the Winterail roadies. It was a job very well done. See you next year in Stockton.

STEVE BARRY



WINTERAIL FOUNDER DAVE STANLEY was presented an award for his efforts in making the multi-media show a success for the past two decades. Dave (right) retired from producing the program after running the show for 15 years. Current producer Vic Neves presented the award to Dave.

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RAILNEWS

NEW PASSENGER EQUIPMENT FOR AMTRAK $100 million worth of new passenger equipment is heading toward the Pacific to serve southern California and the Central Coast region. The San Diegan corridor, spanning 347 miles through San Diego, Los Angeles, Santa Barbara and San Luis Obispo, serves 1.6 million passengers annually, and will become the recipient of the single largest investment Amtrak has ever made in California.

A contract to manufacture eight new five-car train sets was awarded to GEC Alsthom Transportation (GATI). The new trains will begin servicing *San Diegans* in early 2000, replacing Heritage equipment, some of which is as much as 30 years old. The new dual-level train sets will include one Custom Class Car, one Coach/Cafe Car, two Coach Cars and one Coach/Baggage/Cab Car for a total of 425 seats. Cars will offer wide, comfortable reclining seats, large panoramic windows, electrical outlets for laptop computers, digital information displays, personal in-seat audio and video systems and electric sliding doors controlled from a single location and only ten inches above station platforms. Interestingly, many design and amenity features will be defined in consultation with customers and communities that will be served. The trains will be manufactured in Hornell, New York, with at least 75 percent U.S. content inclusive of components and labor. GATI estimates this order will represent approximately 140 new jobs at the New York facility.

This equipment acquisition was made possible by the enactment of the Taxpayer Relief Act of 1997 which provides Amtrak $2.2 billion in capital investment funds. Access to these critical investment funds enabled Amtrak to secure competitive private financing for the new *San Diegan* equipment. *San Diegan* service is provided in partnership with the California Department of Transportation (Caltrans) and Amtrak. Since 1990, Caltrans has invested nearly $1 billion in passenger rail for new equipment, track and signal improvements, station construction and restoration, and marketing and operations. It is this strong leadership exhibited by Caltrans in integrating passenger rail with California's transportation network that makes additional money from Amtrak possible.

BNSF "HYBRID PAINT JOBS" The current order of BNSF Dash 9-44CW's is being delivered in the Premium Heritage paint scheme, or "Warpumpkin." They have been delivered without lettering (see **page 3**) to speed up the delivery time from GE. They are scheduled to go to Kansas City when their 92-day inspections come due and it is then that they will be striped and lettered. Mid America Car in Kansas City has done some of this work for BNSF in the past.

Engines 4720-4741 were delivered in January and have been roaming all over the BNSF system, and in late February, the 4742-4744 were delivered. The highest numbered unit for this order should be the 4771, unless more units are added. Incidentally, the 4740 was involved in a minor accident in Nebraska on February 28, 1998, so this unit may be lettered before it is released from the Topeka shops.

DM&E FILES APPLICATION TO BUILD COAL LINE The Dakota, Minnesota & Eastern Railroad filed its application with the Federal Surface Transportation Board on February 20, 1998, seeking authority to construct approximately 280 miles of new railroad line, primarily in southwestern South Dakota and northeastern Wyoming, to access coal reserves for movement to Midwestern utilities (See September 1997 *R&R*).

Clean Air Act amendments taking effect in 2000 are partly responsible for DM&E's motivation to tap the Powder River Basin's large coal reserves. The new legislation will mandate that utilities use cleaner burning coal and since Wyoming coal apparently burns cleaner than coal from other sources, DM&E is looking to go head-to-head with Union Pacific and BNSF for the Powder River coal traffic. In its battle against the giants, DM&E hopes to join up with I&M RailLink or Canadian Pacific at Winona and I&M at Owatonna, Minnesota. Other candidates include Illinois Central and Wisconsin Central, as well as competitors UP and BNSF if they agree to interchange. However, most of these proposed connections will require new track to be constructed.

DM&E expects the project to generate approximately 6000 new construction jobs over a two-year period, and more than 2000 permanent railroad and rail-related jobs. Other project benefits include an estimated $50 million in construction-related taxes, and approximately $35 million in taxes annually from rail operations. Many additional jobs and tax revenues are expected from indirect benefits, such as new businesses moving to communities along the line. To give one an idea what the land acquisition entails, the new construction involves 55 landowners in South Dakota and 29 landowners in Wyoming.

At the onset of its new operations, DM&E expects to operate 17 trains daily. To finance this large expansion project, DM&E, which expects to become the newest Class One railroad after its completion, is working with Morgan Stanley & Co., and Lombard Investments to finalize the selection of partners to join the railroad in its $1.2 billion growth spurt. DM&E is also encouraging public participation in the process, and is placing the application on the internet at **www.dmerail.com**. Communities, groups or individuals interested in more information are also encouraged to contact DM&E at 605/697-2400.

ALTOONA RAILROADERS MEMORIAL MUSEUM TO GROW On April 25, 1998, the Altoona Railroaders Memorial Museum opened a new 45,000 square-foot, $18 million interpretive facility, built in the renovated Pennsylvania Railroad 1882 Master Mechanics Office and Test Department Building.

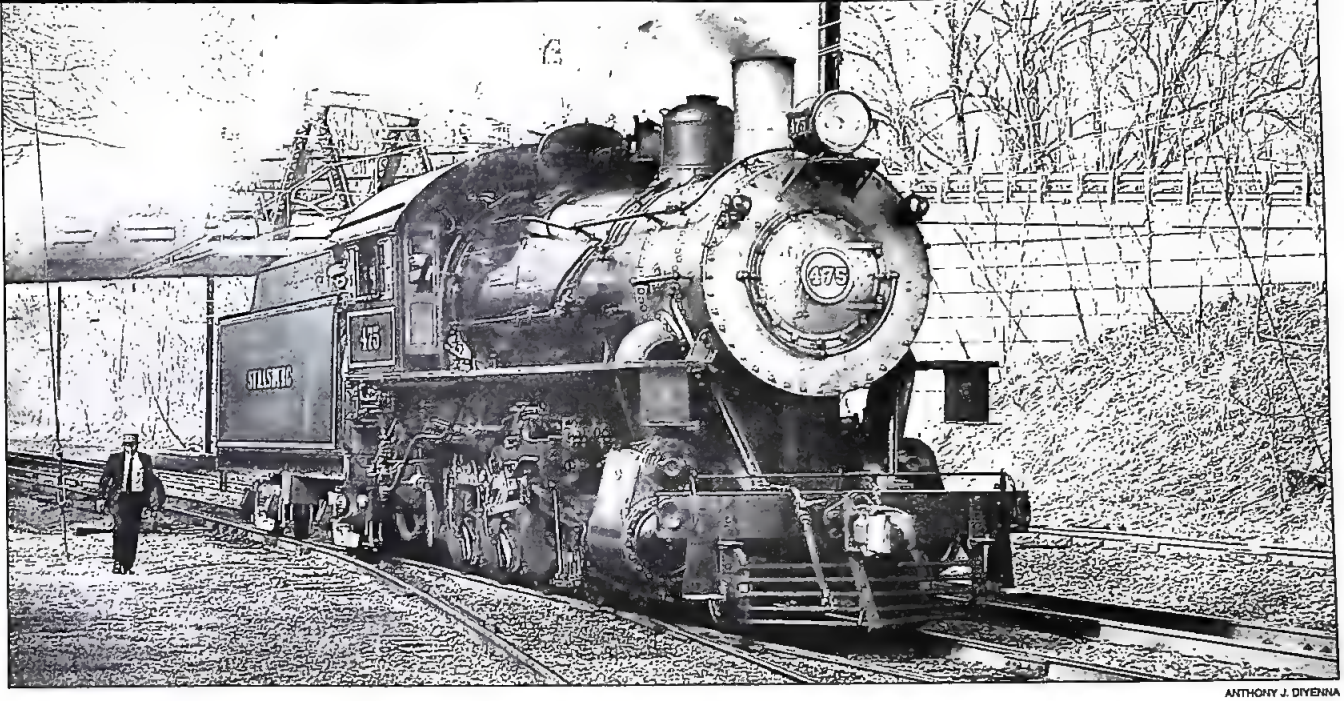
Upon entering the new museum, visitors will enter a three-dimensional scene of Altoona in the period from 1920 to 1940. Looming ahead, a PRR K4 steam locomotive is readied for departure. Above is the 12th Street pedestrian bridge, with sounds of foot traffic moving over the main line from people's homes to the shops where 17,000 people once worked. Shop scenes and home facades complete this vignette of Altoona. A special-effects sound and light program brings to life cast figures, telling important stories of what it was like to live, work and grow up in Railroad City. A number of other interactive exhibits fill the museum and PRR K4 1361, which is undergoing an extensive restoration at Steamtown in Scranton, Pennsylvania, is scheduled to return to Altoona in 1999.

The Railroaders Memorial Museum is also collecting railroad stories from anyone who has a story to tell, regardless of what railroad they (or someone they knew) worked for or how long or short their length of employment was or is. To date, they have assembled more than 8000 work histories from across the country for their interactive exhibit entitled *The Call Board*. Those with stories to share are asked to contact the museum by phone at 814/946-0834, menu option three; by fax at 814/946-9457 or by mail at Call Board, Altoona Railroaders Memorial Museum, 1300 Ninth Avenue, Building A, Altoona, PA 16602. For more information on museum hours and rates call 888/425-8666.

GE BRINGS 6000 HORSES TO PUEBLO General Electric's 6000-horsepower model AC6000CW rolled through Colorado on March 16 and 17, 1998, en route to the Transportation Technology Center (TTC) near Pueblo, Colorado. CSXT No.600 was on-line and operating (along with BN SD40-2 6950, LRCX 9548, LRCX 9518 and GECX test car No.90) on BNSF's Galesburg, Illinois-to-Riverbank, California, train H-GALRRB1-13. The train arrived at Denver after dark on March 16th. The 6000-h.p. unit and test car departed from Denver south to Pueblo on the morning of the 17th as part of BNSF's Denver-to-Amarillo, Texas, train along with warbonnet Dash 8-40CW No.899 and GP60B No.344. It seems that 6000 horsepower is closer to getting out on the road on more than just a demonstration or testing basis.

VINTAGE CANADIAN ALCO PRESERVED On February 11, 1998, former Ontario Northland RS10 No.1400 was set off at the Canadian Railroad Historical Association's Canadian Railway Museum in Delson/St. Constant, Quebec. The 1600 horsepower MLW locomotive, a uniquely Canadian model, is one of two preserved RS10s in Canada. The museum intends to restore the unit, which was built in 1950 and has been stored serviceable since 1985, to operating condition in the near future.

The 1400 is a large portion of a generous donation to the CHRA by Ontario Northland Transportation, whose shop performed the minor running gear work necessary for the trip to Delson. Canadian National Railways donated the transportation of the unit between North Bay, Ontario, and Delson, Quebec, as part of their on-going support of the museum and association.



ANTHONY J. DIYENNA

STRASBURG RAILROAD launched their 1998 steam excursion season over President's Day weekend with a series of trips powered by their ex-N&W 1906 Baldwin 4-8-0 No.475. The locomotive was at the north end of the railroad performing the customary runaround move at Leaman Place Junction, Strasburg's connection to the Conrail and Amtrak former Pennsylvania Railroad Philadelphia to Harrisburg main line, on Monday, February 16, 1998.

DEAN J. SPLITTGERBER

AMTRAK'S ROHR TURBOLINERS are being rebuilt. Turbo 158 (**right**) is one of two being rebuilt by Super Steel in Glenville, New York, as part of a $20 million deal between the State of New York and Amtrak. The sets, complete with new turbo units and interiors, are planned to be used between New York City and Buffalo starting August 1998. Five remaining turbo sets are stored at Amtrak's Bear, Delaware, maintenance facility awaiting possible overhaul.

HARTWELL RAILROAD has recently acquired ex-Chicago & Northwestern GP9 4556 (**below**). The engine was seen trailing GP30 3016 on February 13, 1998, as the duo powered the Toccoa Turn northbound through Toccoa Falls, Georgia. The new unit on the roster has not yet been painted into Hartwell Railroad colors and joins the railroad's fleet of two GP30s and a GP35.

TODD NOVAK

Essentially housing an RS2 in the body of an RS18, only 128 RS10s were built by Montreal Locomotive Works, all for Canadian use. The last units were withdrawn from service in the mid-1980s. For more information about the Canadian Railway Museum, call 514/638-1522.

CAPE BRETON ALCOS ENDANGERED The Cape Breton & Central Nova Scotia Railway, once a bastion of all Alco power, has seemingly overnight replaced them with EMD power. The latest addition to their roster is Indiana & Ohio GP9 No.62 (originally Chesapeake & Ohio 6018) which arrived at the CB&CNS late in February 1998. Eight EMD's now exist on the one-time Alco-exclusive railroad: I&O GP50s 3100, 3102, 3104, 3107, 3108 and 3109 and ex-Grand Trunk GP18 No.4700.

To date, most of the Alcos have been retired. RS18s 3716 and 3842 are working as local switchers in the Stellarton, Nova Scotia, area and C630M's 2003 and 2016 have spent some time in the shop lately. Reportedly, these are the only four Alcos left operating and once coal traffic en route to power plants in Trenton, Point Tupper and Lingan slows down (probably in mid to late April 1998) these to will be retired. Unfortunately, it is possible that the Alco prime movers will be sold and the carbodies cut up for scrap.

CONRAIL DIVISION REPORT The Justice Department granted conditional approval to the NS/CSX plan to divide Conrail and told the two companies that it thought CSX should grant NS trackage rights in parts of Indiana and Maryland. Concerns are that utility plants owned by Indianapolis Power & Light Company, Potomac Electric Power Company and Cinergy Corporation's PSI Energy could be subjected to a monopoly after the CSX/NS deal if NS is not allowed rail access to the plants.

NS has stated that CSX granting them trackage rights is not necessary, as they did not feel competition in the areas in question was in jeopardy. CSX had no comment on the Justice Department's request.

In other Conrail news, the Brotherhood of Locomotive Engineers has joined the United Transportation Union in becoming the second union to drop its opposition of the breakup. The BLE supports the deal now after receiving commitments from NS and CSX to grant the BLE any claims of adverse impact from the transaction. The BLE also received the right to decide seniority integration of its rosters. The STB has announced that it will make its decision on the deal known this mid-summer.

VRE TO UPGRADE PASSENGER CARS Virginia Railway Express, which has operated a commuter rail network in northern Virginia for six years, has been losing passengers through no fault of its own. During the February 1996 snowstorm that pounded the East, ridership on the line peaked at 8100 riders. During 1997 those numbers began to dwindle as a numbr of different factors began to siphon off passengers. High Occupancy Vehicle (HOV) lanes opened on Interstate 95 early in the year, a competing Metro station opened up in Franconia-Springfield in June 1997, a freight derailment in July snarled all trains for weeks and when the U.S. government did some restructuring, VRE lost hundreds of riders that once travelled to Crystal City. By August 1997, the number of riders had fallen 32 percent and as of January 1998, average ridership was at 6280.

In response to watching its income base gradually disappear, VRE has responded with $97,000 facelifts for four of its passenger cars. The work is being done at the Broad Run/Airport station and includes some state of the art designs. Each cafe car will carry 80 people, feature food and drink service at sit-down and stand-up tables and have two large screen television sets that will carry news programs and electrical outlets for laptop computers. The cars are scheduled to go into service in mid-March.

VRE hopes to attract more people back to its rail service and estimates ridership to be up to almost 7000 by this June and in the mid-7000s by June 1999. Hopefully, reconstruction projects on Interstates 95, 495 and 395, due to commence in 1999 will drive frustrated motorists to the upgraded VRE rail service.

FINAL MEXICAN RAIL LINE UP FOR GRABS The last piece of state-owned Mexican trackage has been opened to bidding by the Mexican government. Bids on the *Ferrocarriles Nacionales de Mexico* right-of-way between Mexico City and the Port of Veracruz, located on the Gulf of Mexico, will be accepted between May 29 and June 11, 1998, with the winner of the 50-year contract to be announced on June 11, 1998.

The front runner in the race is Illinois Central, which recently announced a merger with Canadian National. If the contract is won by the IC/CN combo, that railroad will become the only Class One in America to span three countries, thus providing seamless service between Canada, the U.S. and Mexico. The other American railroad expected to bid on the line is Anacostia & Pacific, which already has operations in Latin America as well as across the U.S.

A SOLUTION TO UP'S PROBLEMS? At the same time as almost every railfan magazine, railroad trade journal and major newspaper has been running story-after-story about Union Pacific's service problems, the STB, Texas Railway Commission, countless shipper groups and other railroads have been striving to hammer out a solution to the problem, which is not going away. The newest plan to help out UP is close to becoming reality as the Tex-Mex railroad moves closer to handling all BNSF shipments south from Houston through the town of Laredo, Texas, the major gateway between Mexico and the United States. Tex-Mex is 49 percent controlled by Kansas City Southern Industries, which has been attempting to gain more of the north-south Mexico-U.S. traffic from UP and BNSF. KCS opposed the UP/SP merger because it thought specifics of the deal would give BNSF greater access to the Mexican market. Now that its Tex-Mex is faced with a three-fold increase in its revenue from gaining BNSF's Mexican traffic, so BNSF and UP can focus on their east-west Houston to New Orleans line, KCS is being cautious. BNSF and KCS have clashed several times in the past over the Mexico issue and this apparent turn of BNSF's heart raises red flags in the KCS boardroom.

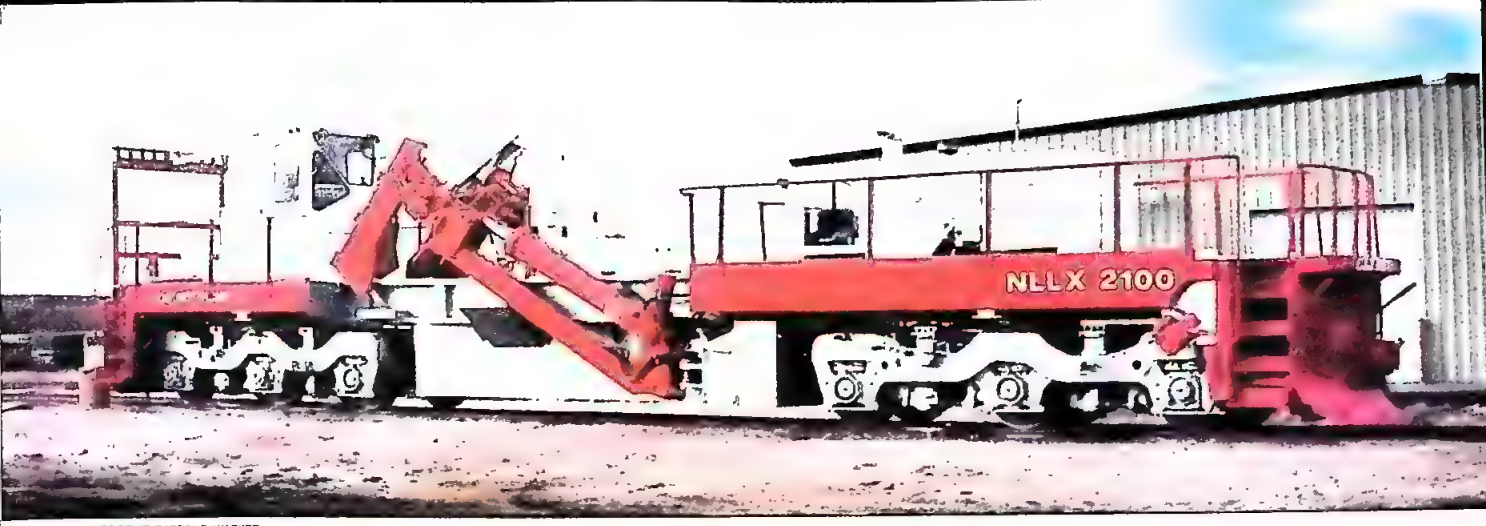
In addition to the Tex-Mex deal, BNSF also announced that the Houston-to-New Orleans UP line will now be jointly operated by BNSF and UP. BNSF will also ge given additional access to shippers along the line.

NEW YORK CITY TO GAIN ANOTHER PASSENGER STATION When the city of New York tore down Pennsylvania Station in 1965 to make way for Madison Square Garden, who would have thought that 30 years later they would be looking to rebuild it? Well, almost. The Pennsylvania Station Redevelopment Corporation, a city-state agency, is looking to spend $315 million dollars to move Amtrak, the Long Island Railroad and NJ Transit out of Madison Square Garden's basement, the compact location the railroads have occupied since LBJ was in office. Their destination is not very far. In fact, it is right across the street at the James A. Farley Post Office building, built in 1914. At one time this facility handled the majority of mail that originated in New York City and then travelled out on the Pennsylvania Railroad.

One problem facing the relocation effort is the post office does not want to give up the 50 percent of its building that the PSRC needs for its new terminal. The 1.4 million-square-foot building is two city blocks long and five stories high and PSRC claims that it is underutilized by the postal service, which only wants to lease 30 percent of the space. A proposal from the PSRC has gone to the White House (since the post office is a government-owned building), which will determine the outcome of the case.

STEAMTOWN's SEASON PRR K4 1361 is undergoing a major overhaul at Steamtown. A new backhead had to be constructed (yup, that's right — a one-half-inch piece of steel had to be heated and formed with sledge hammers around the old one, which was cracked) and the entire boiler had to be inspected for inclusions in the metal. It is hoped that the locomotive, which is in multiple pieces, will be up and running by Fall 1998. It is scheduled to go back to Altoona Fall 1999 so if Steamtown can finish the work early, it can run the locomotive before returning it. The 1361 barking upgrade out of Scranton . . . *wow!*

In other Steamtown news, a couple of very successful events are being planned for 1998. In late May, Steamtown will have a repeat of their Armed Forces week, including a trip to the Tobyhanna Army Depot. See MARKERS for an update on this event. Also, Steamtown's second Rail Expo will be held over Labor Day Weekend.



COLOR PRINT DARREL R WACKER

A MODERN-DAY JORDAN SPREADER is what became of Burlington Northern & Santa Fe C30-7A 8121 (nee-ATSF 8121) after it was sold to Northern Line Layers, Inc., of Billings, Montana. The GE is one of two that was dissected then converted to a railplow for installing communications cables along the right-of-way. What a fate!

TRANSPARENCY· FRANK POWELL

CONRAIL'S OFFICE CAR SPECIAL was in New Haven, Conn., on February 28, 1998 (left). The OCS was en route from Springfield, Mass., to Philadelphia. At New Haven, the train was split , with four cars pulled by an Amtrak AEM7 through New York City and down the Northeast Corridor and the other half, powered by the E's, returning to Springfield and then on to Philadelphia via Conrail's former Boston & Albany and former NYC River Line.

AMTRAK F40PH's 242 and 281 (below), now referred to by some as the "Bridge Slugs," have been leased by the UP for their Huey P. Long Bridge transfer job. The bridge is controlled by the city of New Orleans and connects UP and BNSF in Avondale with IC, NS, CSX, KCS and the New Orleans Public Belt Railroad located in East Bridge, Louisiana.

KODACHROME, B LL LANG

BNSF on CURTIS

WHEN RAILROADS and Oklahoma are mentioned in the same sentence, most people respond with a puzzled look. To the more enlightened, however, the combination triggers visions of the pine covered Ouchita Mountains and Kansas City Southern SD40X helpers, the Katy and the Rock Island plodding along through the tall grass prairie or the Santa Fe winding along the banks of the Washita River in the Arbuckle Mountains (such as mountains in Oklahoma are).

The most common image, however, is likely to be one of Santa Fe's warbonnet-dressed superfleets working up Curtis Hill. Located in northwestern Oklahoma's Red Carpet country, Curtis Hill is 14 miles of dual-track high-speed main line. Starting at the Cimmaron River, near Waynoka, "the Hill" winds its way around red-colored cap rock mesas, buttes and escarpments, traverses the longest curve on the Santa Fe main line and climbs onto the rolling prairie at Curtis. While not as scenically spectacular as some of Santa Fe's other more famous locations, such as New Mexico's Abo Canyon or Arizona's Peavine, it is definitely worth a visit. In addition to the scenic variety, Curtis is a significant speed bump in the middle of the steel speedway now run by BNSF after the merger of Burlington Northern and the Santa Fe.

The scenery in this area of Oklahoma is attributable to the timeless flow of the Cimmaron River. Erosion has carved several caprock mesas and a volcano-looking butte, known as "Mount Heman" to locals and railroaders alike, into the bright red-orange soil. The whole area was once under a shallow ocean and, over millions of years, layers of alabaster and shale were deposited, forming a caprock. As the river and rain carved away the earth, the alabaster and shale protected the red clay and sandstone underneath. Selenite crystals are also common in the area and, since selenite and alabaster are both forms of gypsum, the region has earned the nickname of the "Gyp" hills. Visitors have compared the area to New Mexico because of the red soil and sandstone found here.

Building to Amarillo

In 1885 the Santa Fe charged subsidiary South Kansas Railroad with building west from Harper, Kansas. Santa Fe had been looking for another route around Raton Pass in New Mexico, a route that would avoid the tortuous three percent grades and shorten the route to California. At the same time, Oklahoma Territory was being opened for settlement and the Army, realizing that supply was easier by rail than wagon, wanted a railroad. On July 4, 1884, Congress authorized the South Kansas to build two lines across Oklahoma Territory, one from Arkansas City to north Texas, the other southwest to the Texas Panhandle.

The first line, from Kiowa, Kansas, to the Oklahoma-Texas border, was finally complete in September 1887. The first load, horses for the U.S. Cavalry at Fort Supply, O.T., moved over the line on January 15, 1888. While horses were being shipped to the army, the second segment, to Panhandle City (later shortened to Panhandle), was being completed. The segment from Amarillo to Texico, New Mexico, on the Texas-New Mexico state line, was completed in 1899. It wasn't until 1908, however, that the rest of the Belen Cutoff was finished. From 1899 until 1908 the railroad reached Amarillo via a branch to Washburn, Texas, and completed the journey on the Fort Worth & Denver City.

Climbing Curtis Hill

Curtis Hill is located on the Panhandle Subdivision, which runs 205 miles from Waynoka, Oklahoma, to Amarillo, Texas. Curtis' westbound climb begins at Heman, across the Cimmaron River from Waynoka, located at milepost 345.5. Waynoka was once a crew change point, but crews now run through from Wellington, Kansas, to Amarillo, a total of 313 miles.

EKTACHROME: KEN FITZGERALD

FUJICHROME: TERRY LaFRANCE

ACTION AT QUINLAN, OKLAHOMA, *on Curtis Hill has been interesting and heavy over the years. Santa Fe C44-9W 633 leads a B23-7 and a BN SD40-2 with a westbound auto train on October 12, 1996. Almost a quarter of a century earlier, Santa Fe SD45 5594 and a U36C had an eastbound at the west switch of Quinlan siding on October 21, 1973* ***(opposite)****. The siding, eliminated in 1995, is visible over the auto racks in the above photo.*

In 1945-'46 the original alignment over Curtis Hill was completely re-engineered, reducing both curvature and grades. Though the grade was reduced, helpers still worked from Waynoka to Curtis until the end of steam.

When the line was re-engineered the siding at Quinlan was created. Another result of the changes is that milepost MP 350 and MP 351 are only 1160 feet apart. Also, MP 374 and MP 372 at Mooreland, (the first town west of Curtis) are 2439 feet apart and MP 373 is gone. The original right of way can still be seen in many places along the hill, including several concrete culverts with "1923" molded into them.

Following the 1945 rebuilding, there were three sidings between Waynoka and Curtis. Heman, named for F.A. Heman, a conductor on the first train from Chicago to Kansas City, was 8225 feet long. Belva, at 11,804 feet, was named after a section foreman's daughter. Quinlan, the longest siding at 10,329 feet, is a hamlet centered on a small grain elevator and may have been named after an Indian chief. A 7103-foot-long siding was located at the summit at Curtis. Between the easternmost siding at Heman and the bridge over the Cimmaron is spot on the map known as O'Conner. There is nothing there now but cattle, but it once was a sand load-out for the railroad. The sand was used primarily in Santa Fe's steam locomotives, as well as for the interiors of stock cars.

The siding at Quinlan was unusual

KODACHROME KEN FITZGERALD

in that it was part of an old alignment over Curtis and curved away from the main line around a hill. Curtis once had a depot and engine facilities, along with the usual cluster of buildings associated with small stations in the rural west. The Curtis depot is now in a field east of Gage, Oklahoma, and the Quinlan depot and section house are now north of the hospital in Shattuck, Oklahoma, both west of Woodward.

The line was upgraded again in 1995 when the Santa Fe added a second main track to Curtis Hill. They used an asphalt sub-roadbed and concrete ties to connect the sidings of Heman, Belva and Curtis. Additionally, a set of 50 m.p.h. crossovers was installed at Belva.

***TWO FRISCO SD45s** with No.924 in the lead, were leaving the Frisco's Avard Sub and pulling onto the Santa Fe at Avard, Oklahoma, with train QLA on October 12, 1980 **(above)**. At the east end of the siding at Avard, train 1-623-14 (Amarillo-to-Kansas City manifest train) is stopped in the siding at MP 335.2 with SD40-2 5021 on the point, while train V-KCPX1-19 (Kansas City-to-Phoenix vehicle train) is rolling down the main line behind SD40-2 5065, Dash 8-40CW 839 and SF30C 9568 on December 20, 1992 **(below)**. The east end of the siding is now the east end of two main tracks and the cantilever signal is gone.*

KODACHROME NEEL MIDDLETON

From Heman (elevation 1404 feet) to Belva (elevation 1565 feet) the grade is a modest 0.6 percent. From Belva the grade increases to a full one percent in several places and is at its worst through Quinlan, where it hits 1.029 percent. Topping out at Curtis (elevation 1965) trains will have climbed 563 feet in 14 miles. Since the second track was completed, BNSF has officially removed the station at Quinlan. Also, the station signs at Belva, Heman and Curtis are gone, with the names now painted on the signal cases. It should be noted that this is not actually double-track. Double-track has a current of traffic on each side as opposed to two bi-directional main tracks, like Curtis Hill.

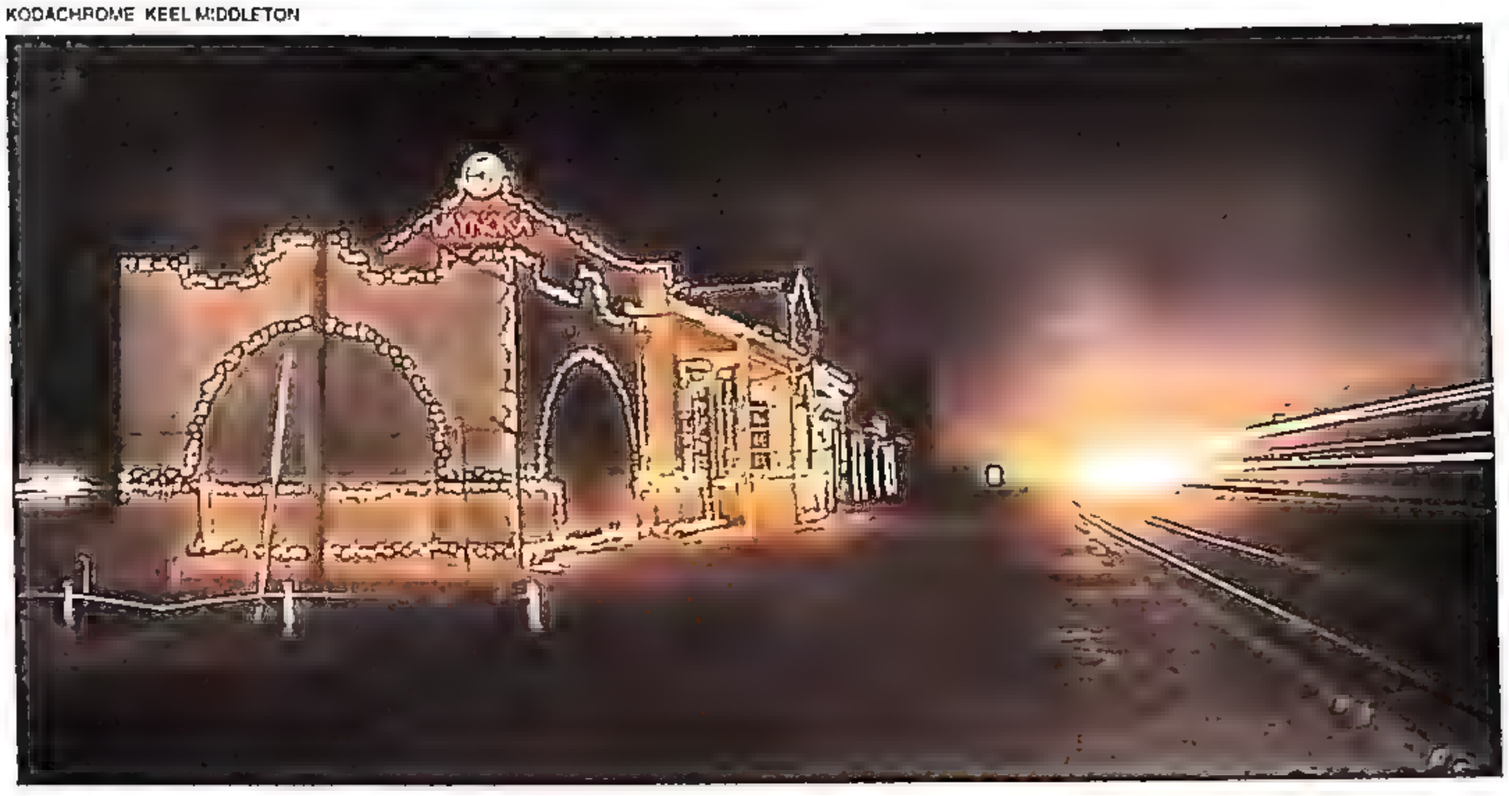
In 1937 the Harvey House at Waynoka was closed and converted to a lunch room for crews. Until the demise of steam, helpers were cut in on west-bounds at Waynoka for the climb to Curtis, where they were turned for the return trip. Waynoka was also a crew change point until September 3, 1986, and BN crews coming off the Avard gateway were swapped out there until June 24, 1996. BNSF Avard Sub crews now operate from Enid, Oklahoma, to Amarillo. The crews moved from the depot to the "reading room" in the Harvey House in August 1979. The Harvey

For more information on Curtis Hill, including how to get there and other attractions in the area, see MARKERS.

House served as depot until it was closed on September 20, 1991.

At MP 341, just north of Waynoka, lie the remnants of a unique transportation system. On July 7, 1929, the Transcontinental Air Transport service, or TAT, inaugurated a coast to coast rail/air shuttle. Passengers boarded the Pennsy in New York City and rode to Columbus, Ohio, then boarded TAT's Ford Tri-motor for the flight to Waynoka. After arriving at Waynoka, passengers were bussed to the Harvey house for a meal and then boarded train No.21, the *Missionary,* to Clovis, New Mexico (the eastbound *Missionary* was numbered 22). At Clovis, passengers were again transferred to aircraft for the final leg into Los Angeles. Because aircraft of this age lacked the instruments to fly at night the TAT was forced to use rail transport for the overnight portions of the transcontinental journey. Although the service only lasted 16 months, it is famous not only for its unique operation, but also for some of its employees. Two of TAT's pilots were Emelia Erhart and Charles Lindbergh.

KODACHROME KEEL MIDDLETON



***THE WAYNOKA DEPOT** was decorated for the holidays on December 30, 1993, as train H-RISR1-28 (Richmond, California-to-Streator, Illinois) momentarily interrupted the silent night. Santa Fe GP60 4000, Dash 8-40CW 624 and GP60 4021 were westbound crossing the Cimmaron River bridge outside Waynoka during January 1996 (**below**).*

Getting Over the Hill

If the scenery doesn't dazzle you then the operational challenges should get your attention. Until the capacity and signal improvements were made in 1995, the line's one percent grade single track could make an engineer's hair stand on end. Getting an eastbound train stopped for a meet at the end of Heman siding, at the bottom of the grade, was a challenge. Engineers had a mile-and-a-half to slow from 70 m.p.h. to 40 to enter the siding. It required a careful hand to "throw out the anchor" into Heman. For this reason eastbounds over 6500 tons were restricted to a top speed of 35 for many years.

Adding a second main track has helped since it gives the engineer six miles to get stopped at the end of the old siding, and BNSF tries to give ample warning with intermediate signals. The engineer will see a flashing yellow at the home signal at the Belva crossovers and a solid yellow at the next signal at MP 354, which was the first signal the crew would have seen before the Hill was re-engineered.

Train speeds now match the system-wide standards under rule 5(A) and (B). Trains limited to 55 miles an hour include general freight with over 80 tons per operative brake, intermodal trains with 90 tons per operative brake and loaded double stacks with 105 tons per operative brake.

Adding the second track is not a cure-all however. BNSF engineers will tell you that the biggest challenge now is getting slow moving westbounds up the hill. Curtis Hill eats into train speed like rats into cheese. Not having to stop for meets makes life easier for both train crews and dispatchers, but running around a slow westbound can be difficult with all the eastbounds on the Hill. Crews of heavy westbounds frequently find themselves down to 20 miles an hour, and commonly lug down to ten per or less. Speeds of 40-50 m.p.h. are not uncommon for hotshots.

An often under-utilized tool to aid the dispatcher in keeping the hill fluid is the Belva crossovers. Dispatchers that remember that they're there will use them to let hot shots run around slow movers and keep things rolling.

The switches to the south track at Heman and Curtis are restricted to 40 miles an hour, while the ones at Belva are good for 50. They are especially useful for eastbounds on the south track to cross over to the north track without having to slow down as much as they would at Heman. Also, a sharp "DS" will cross a slow west bound to the south track and let a hot shot have the main without slowing the westbound when it needs its speed most — at the east end for the run at the hill.

FUJI PROVIA: TERRY LeFRANCE

Unique Circumstances

There are a couple of features that make Curtis Hill unique. First, trains only have to climb in one direction — west. Between Chicago and Belen there is only one other significant westbound grade, namely Edelstein Hill in Illinois at 1.1 percent, and Edelstein is only five miles long. All other grades except Curtis are less than one percent. "What about the 1.25 percent at Mountainair, New Mexico?" you say. Well, gentle reader, that is an *eastbound* grade.

Secondly, the curve from Heman through Belva, known as "curve 41" to BNSF, is the longest on the Santa Fe Chicago-West Coast main line. It is three miles long, passes through three counties (Woods, Major and Woodward),

SANTA FE KODACHROMES *head an eastbound train around the big curve between Heman and Belva in December 1985. Leading the pack are SD45 5362 and U36C 8741. On November 25,1977, Santa Fe SD45 5602 led a U33C at Belva* ***(below)****. As seen from the cab of GP60M 124, a track crew is passed at the west end of old Belva on October 12, 1995* ***(bottom)****. A speed restriction of ten miles an hour is in effect while the crew aligns the south track.*

TOP FUJICHROME: TERRY LaFRANCE / BELOW EKTACHROME: KEN FITZGERALD

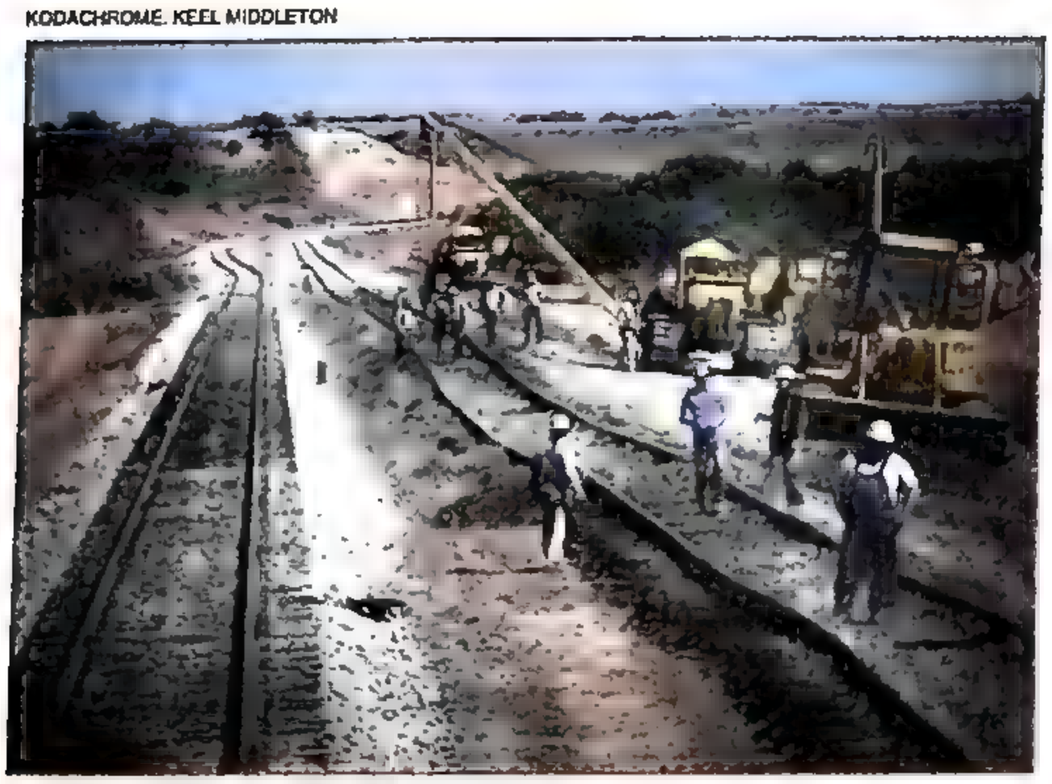
and traverses a total of 136 degrees of curvature, turning the alignment from roughly north-northwest/south-southeast back to east/west.

The majority of traffic is intermodal but count on seeing vehicle, merchandise, unit coil steel trains off the Avard sub, and the occasional grain train off the Southwest Railroad at Shattuck, Oklahoma. BN units (and Frisco before 1980) have never been strangers to the Hill. Conrail units will show up and recently the new orange and green Dash 9-44CW's, known locally as "pumpkins," have been straying south, along with the BN's SD70MACs during last year's power crunch. The new 700s, 4700s and 200/8200s (Dash9-44CWs, and SD75s/SD75Is) are also common. You can also see plenty of leasers, too. It's the proverbial rainbow to say the least.

Some of the more notable trains to look for are the "Z" (UPS premium service) and "Q" (Quality service intermodal) trains. These are the hottest trains on the system. During a recent visit the dispatcher was referring to these trains as "screamers."

Santa Fe was long known for its geographically based numbering system

KODACHROME: KEEL MIDDLETON



Scanning the Hill

Here are the scanner frequencies you may find useful while railfanning Curtis Hill:

161.190 (AAR 7272) - Wellington, Kansas, to Waynoka, Oklahoma.
160.935 (5555) - Waynoka to Canadian, Texas.
161.385 (8585) - Avard to Tulsa.
161.010 - Maintenance of Way.
160.335 - Mobile telephone/Kiowa.
160.620 - Mobile telephone/Enid to Avard.
160.260 - Mobile telephone/Waynoka to Higgins, Texas.
160.245 - Mobile telephone/Tangier.
152.865 - Northwestern Oklahoma Railroad.

There are three talking defect detectors in the area:
Between Waynoka and Arvard at MP 339.3.
Between Quinlan and Belva, MP 359.8.
Between Mooreland and Woodward, MP 378.6.

which gave way to alpha numeric symbols. When the system went alpha-numeric the UPS trains kept their old numbers to distinguish them from the rest of Santa Fe traffic. The new "Z" designation serves the same purpose. The new six-letter system went into effect on the former BN lines in March 1997 and on the Santa Fe on July 4, 1997.

The Waynoka-to-Amarillo local L-OKL0061 goes on duty at Waynoka daily, except Sunday, at approximately 8:00 a.m. and its counterpart, L-OKL0051, goes on duty at Amarillo at 0600. The main activity for these two trains is at the Terra Chemicals fertilizer plant at Gerlach, west of Woodward.

With the traffic boom of 1997 the locals have been an uncertain affair at best. BNSF is so strapped for power that it is frequently annulling the locals to use the power on road freights. Also, the usual two engine set has been cut to one. When they do run, they are likely to have first generation power. Odds are it will be a GP30 or GP35, but any low or medium horsepower unit in the BNSF inventory could show up.

Mornings on the hill are usually one of the busier times of day, and the end of the week sees the heaviest traffic on this part of the system. For years there was frequently a two- or three- hour lull around lunch, then traffic picked back up in the afternoon. With daily train frequencies in the 50 to 70 range, depending on the day, that lull has shrunk considerably. In fact, one day in November 1997, there were 83 trains on the line-up at Waynoka. Who could ask for better?

***STEAM RETURNED TO CURTIS HILL** on September 2, 1992, when Santa Fe 4-8-4 3751 powered an eastbound employees' special at the west switch at Quinlan. On a snowy February 7, 1986, FP45 5990 had a westbound TOFC train in tow at Quinlan **(below)**. The weather at the same location was much nicer on September 12, 1981, when SD40-2 5160 and F45 5916 passed through town, also with a westbound TOFC train **(bottom)**.*

THREE KODACHROMES: KEN FITZGERALD

Scanner Chatter

While BNSF dispatchers are more talkative than most, the frequency of trains and a second main track lessen the need for much conversation. The dispatcher will line up meets at Curtis, Heman and, as we've seen, Belva. The dispatcher will usually tell train crews if they have to stop for meets and how many they're meeting. If the dispatcher doesn't, rest assured the crew will be on the radio.

It is important to monitor the maintenance and mobile telephone channels. The dispatcher gives track-and- time authority to the maintenance crews on these frequencies and you can get a good feel for traffic levels. The maintenance crews are usually very interested in what's coming so they can

KODACHROME KEEL MIDDLETON

***ON A VERY WARM AFTERNOON** of August 2, 1991, SD40-2 5072 and SDF45 5989 slowly drag a grain-heavy train 1-326-01 up the hill at the west end of Quinlan. The Kansas City-to-Amarillo train has several loads of grain and anhydrous ammonia near the head end. The train is on the main, while the siding loops around the hill. The siding was removed in 1995.*

plan their work. They will usually get time from Belva to the west switch of Curtis or east switch of Heman, so the dispatcher can use the crossover at Belva and not tie up the entire hill. Another good way to keep tabs on traffic is to listen for westbounds coming off the Avard Sub to give up their track warrants. You'll need a good antenna to hear the Avard sub dispatcher though. One of the frequency tuned antennas that are commercially available will do. Fortunately many of the good photo locations are high enough that reception is fairly good. See the sidebar for frequencies that are useful in this area.

Railfanning the Hill

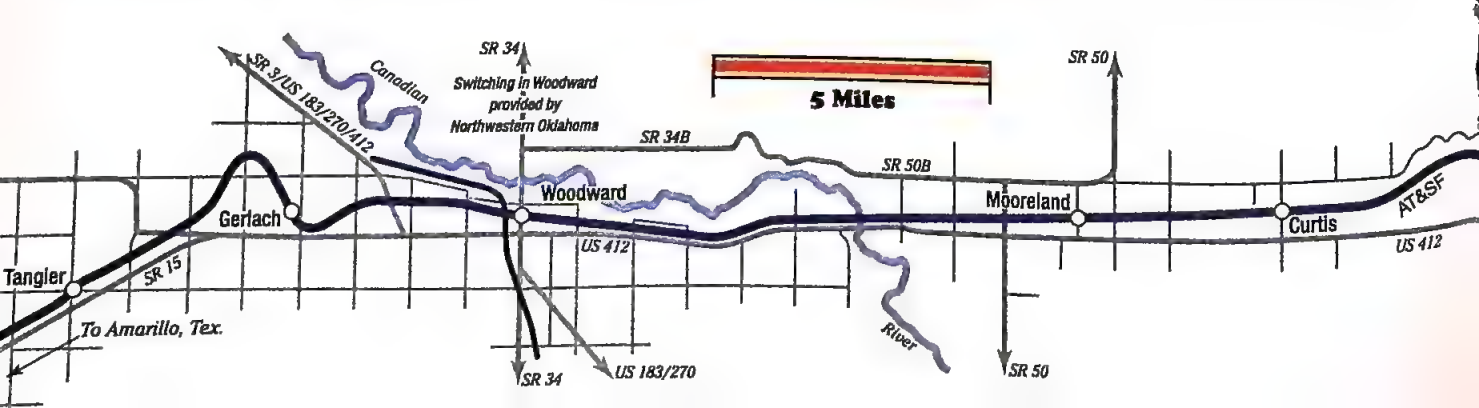
Before heading for the Hill, you should keep several safety tips in mind. First, watch out for rattlesnakes in the warmer months. There's a reason this area is popular for rattlesnake hunters. In the spring the snakes come out and sun themselves to get moving. Snakes will generally move off before you see them. I've never seen a snake on Curtis, which I attribute to the fact that I stomp around like a herd of cattle so I don't meet Sneaky Snake. If you do wander across a snake, slowly back away.

Use caution when driving on muddy roads. The road to Heman is especially slippery when it has rained. Vehicles have been known to just slide off the road.

Respect private property. The people in this area are usually very friendly but they are protective of their livestock and property. Be sure to ask permission to access private property. There are plenty of great vantage points from the public roads.

Trains run at 70 m.p.h. here. Eastbounds make little noise while coming off the Hill and can sneak up on you. Westbounds have been known to do the same under the right conditions. This is especially true between Belva and Heman, where westbounds still have most of their speed. It is *very* windy here and you may not be able to hear trains coming.

So, with these things in mind you should plan accordingly. Wear eye protection — sunglasses or eyeglasses should do, but goggles help on very windy days. If you insist on wearing

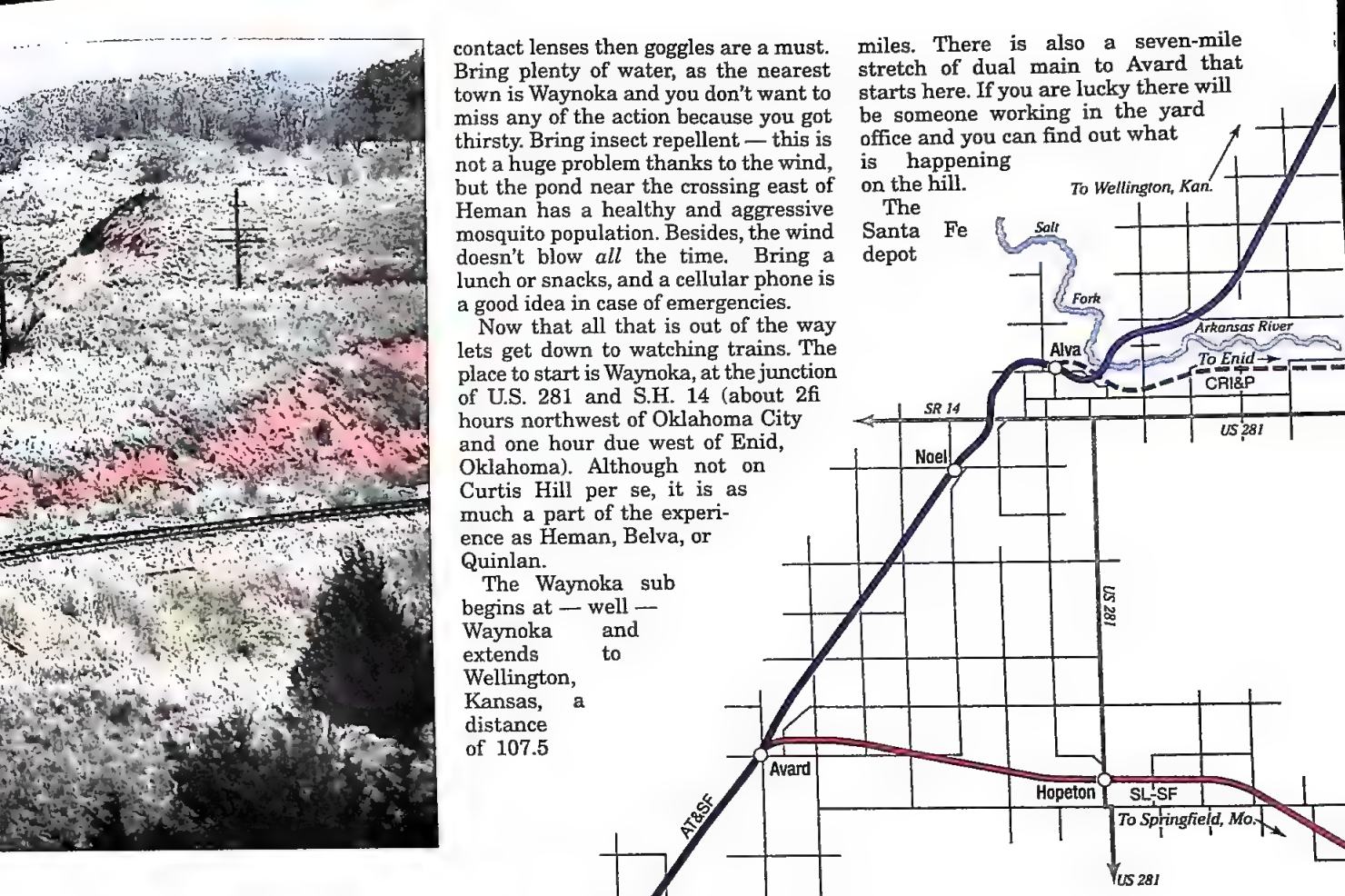


contact lenses then goggles are a must. Bring plenty of water, as the nearest town is Waynoka and you don't want to miss any of the action because you got thirsty. Bring insect repellent — this is not a huge problem thanks to the wind, but the pond near the crossing east of Heman has a healthy and aggressive mosquito population. Besides, the wind doesn't blow *all* the time. Bring a lunch or snacks, and a cellular phone is a good idea in case of emergencies.

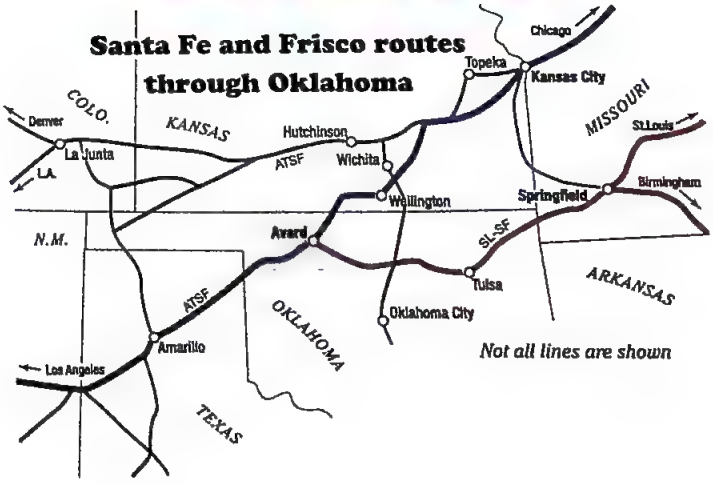
Now that all that is out of the way lets get down to watching trains. The place to start is Waynoka, at the junction of U.S. 281 and S.H. 14 (about 2fi hours northwest of Oklahoma City and one hour due west of Enid, Oklahoma). Although not on Curtis Hill per se, it is as much a part of the experience as Heman, Belva, or Quinlan.

The Waynoka sub begins at — well — Waynoka and extends to Wellington, Kansas, a distance of 107.5 miles. There is also a seven-mile stretch of dual main to Avard that starts here. If you are lucky there will be someone working in the yard office and you can find out what is happening on the hill.

The Santa Fe depot



Curtis Hill BNSF



and Harvey House have been preserved and are now a very nice museum. Be sure to leave a donation or pick up a souvenir. A small park is across a creek to the west of the tracks, check with the police station for camping information.

After you have taken in all the sights and sounds of greater Waynoka it is time to head for the hill. Proceed south on U.S. 281 past Little Sahara State Park (off-roaders and ATV enthusiasts take note) for approximately six miles to a county asphalt road. Here the red mesas and bluffs that dominate the surrounding landscape are visible to the west. At the sign that says "Belva" turn right (west) and go 3fi miles to a gravel road at a farm. Turn north here and the road will cross under the tracks at the base of the mesa. This is an excellent spot for morning action, as you can see the eastbound signal and there is room to park.

If you follow the road north and cross under the tracks you will be on the west side of the line. Continue two to three miles and you will come to the end of the second main track. This is railroad property — *do not trespass on the bridge!*

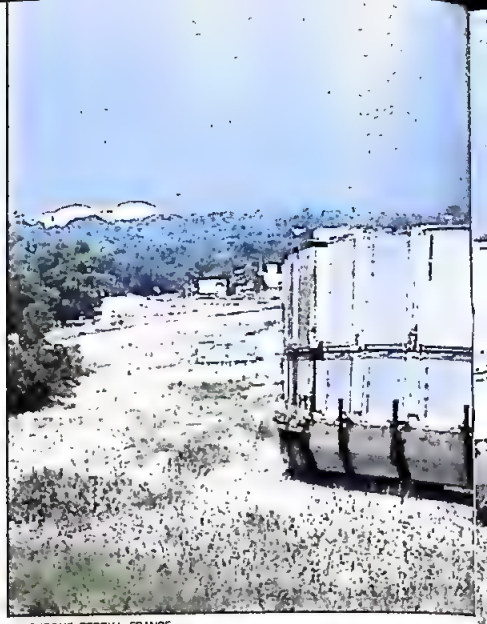
The Cimmaron is generally slow and shallow with wide sand bars. It is possible to get good side views of the bridge, especially in winter when the sun is low. A word of warning — be vigilant when near the river, as the sand will sometimes not support weight for very long. Have you ever heard of quicksand? Well this is "slowsand," and you could loose a shoe. If the river is up then stay away, as it is very dangerous. Besides, the road to the bridge is probably too muddy to use then anyway.

If all this sounds like too much then head back to the paved road and go west. There are several excellent telephoto shots of the tracks in front of the mesa from the road, just west of the intersection. Park carefully as the shoulders are not paved.

In several locations west of here you can shoot the area around the old siding of Belva. There was a depot here at one time and a house still survives. The crossovers here present opportunities to see trains meeting, passing or swapping crews. The rugged hills make a nice backdrop for east- or westbound trains, and the tracks are on a generally east-west alignment here. The road turns to the south away from the tracks before turning back to the west to cross the right of way on a new concrete bridge.

Continuing west, you again lose close contact with the tracks, which are angling northeast-southwest here, until you almost reach Quinlan. Here there are several houses and a grain elevator. Head through "town" and proceed west for a mile and the road makes a sharp left to cross the line on Heman, where the tracks here are generally north-south. Another half-mile north is a crossing where the maintenance road to the Cimmaron River bridge starts. A rancher also uses this crossing to access his property, to feed and water his mosquitoes, no doubt. This spot is sometimes known as O'Connor, after the forgotten station where a sand loadout was located on the original line. The maintainer's road to the bridge is best described as "seasonal," so use caution if you try to drive to the bridge. Remember, this is a new concrete overpass. This is an excellent location all day, though the orange light of late afternoon sun is especially good. The windshields of westbounds and the sides of eastbounds reflect the brilliant glow nicely. The bridge here is a new one, built when the second main track was constructed. While much sturdier, it lacks the charm of the old "spindly legged" bridge.

To continue west, follow the road south to the highway and turn right. The next location to reach the tracks is at the west end of Curtis. A sign on the highway points the way. Curtis is not especially scenic but the dispatcher will sometimes stage meets and hold slow westbounds here to let the hot shots around.



FUJICHROME: TERRY LaFRANCE

FUJICHROME: TERRY LaFRANCE

***THE NORTHWESTERN OKLAHOMA RAILROAD** in Woodward had their power basking in the sun on May 30, 1994. GE 65-Tonners 102 and 101 are from the Port of Catoosa near Tulsa. The 44-Tonner was originally Sacramento Northern No.1 and has since departed for the Feather River Historical Society Museum in Portola, California. Santa Fe C30-7 8164 was smoking it up on an eastbound stack train at Woodward on May 30, 1994 **(opposite top)**. At sunset on September 23, 1995, train Q-LAWS1-22 (Quality Service TOFC train from Los Angeles to Willow Springs, Illinois) with Dash 9-44CW 695 on the point was running at 70 miles an hour toward Curtis **(opposite bottom)**. In another month, the siding will be the south track.*

Go West Young Man...er, Person

Curtis is the end of the grade but not necessarily the end of the trip. West of here the tracks run fairly flat and straight — and *fast!* — through Mooreland (MP 371.0) to Woodward (MP 382.8). At the east end of Woodward is a nice curve. There are several large bridges in the area also. While in Woodward be sure to check out the Northwestern Oklahoma Railroad, a tiny short line with GE center cabs. The interlocking where the NWO crossed the Santa Fe is torn out but the

Thanks

Special thanks to Keel Middleton, Ken Fitzgerald, Mike Blazak and especially Jim and Burnice Argo, who made her father's photos available. This article is dedicated to the memory of Preston George — pioneer railroad photographer extrordinaire, role model and kind soul — TERRY LAFRANCE.

signals still stand, and as of October 1996 they were still lit. Just south of the tracks the Katy depot still stands. It is now a dentist's office.

There are several fine locations west of town at Gerlach (MP 386.3) and Tangier (MP 392.6), with several rural road overpasses in the area. Further west, at Shattuck, the Southwest Railroad operates a former Santa Fe branch to Pampa, Texas. The BNSF will interchange whole grain trains here during the wheat harvest in June and July.

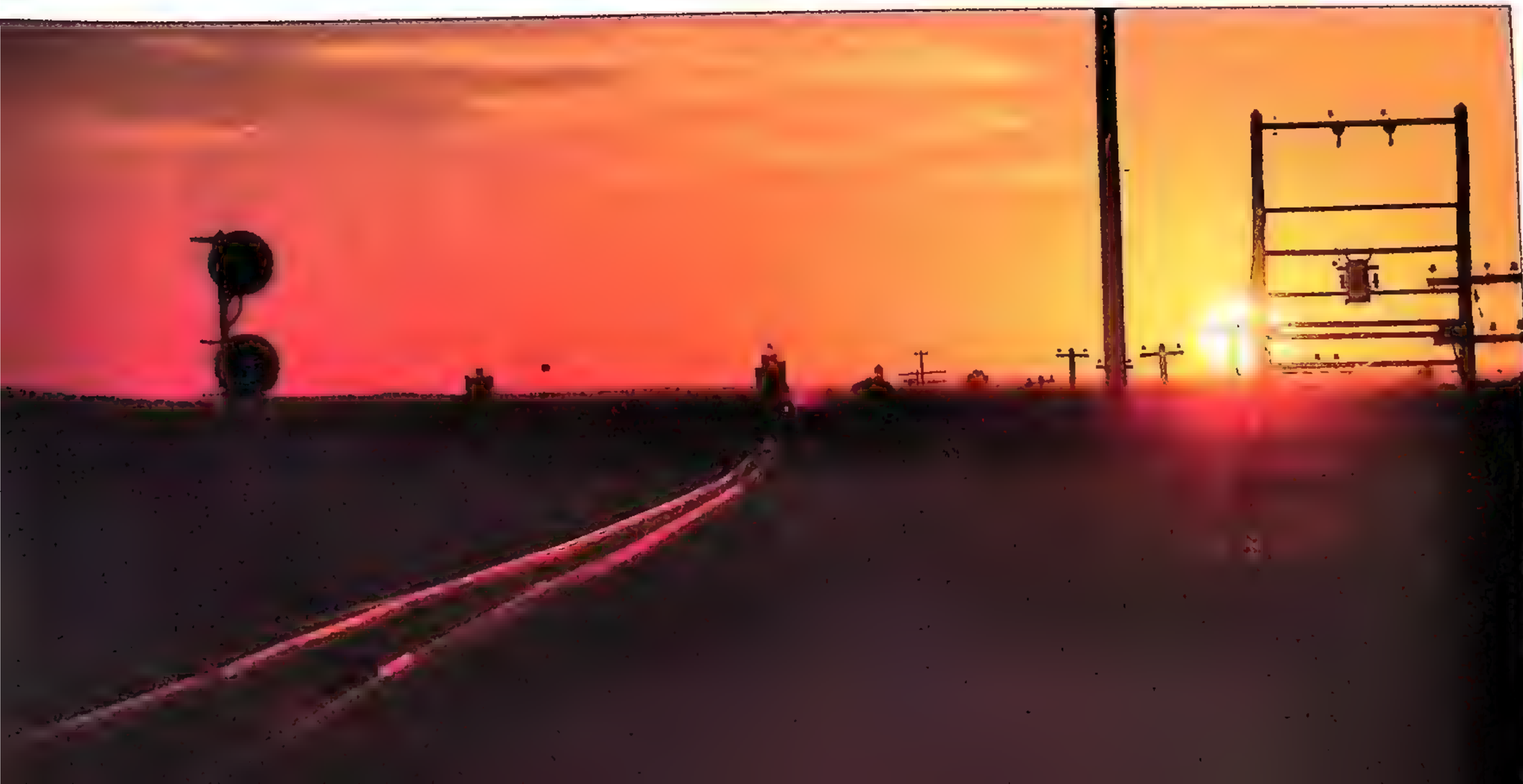
Avard Sub

To the east of Curtis Hill, at the end of the other section of dual track that starts at Waynoka, is the community of Avard, Oklahoma. Avard (MP 335.7) is unremarkable outside of its importance to BNSF. It is from this diminutive village that BN's Avard sub gains its name and for which the Avard gateway is known. This location interchanges twelve to 16 trains in a 24-hour period, depending on the day of the week. This number is up from the four per day prior the haulage agreement Santa Fe and BN signed two years before the merger. This line was famous for its Frisco run-throughs from Richmond, Virginia, to California via the Seabord Coast Line, Frisco and Santa Fe. There were three primary trains — the QLA, (Quanah-Los Angeles) and QSF (Quanah-San Francisco), westbound and the CTB (Clovis-Tulsa-Birmingham) was the eastbound counterpart. Occasionally an extra eastbound was needed, the triple-six. If your wondering why these trains have Quanah in the name, it's because until 1973 these trains were routed Tulsa-Oklahoma City-Quanah, Texas,-Floydada, Texas.

The Red Carpet is Out

Oklahoma may not be the first place you think of to railfan but, as you can see it has its charms. The red carpet is always out and someone is always willing to chat. It is a state of contrasts and variety — wooded mountains in the east, high plains and red rock canyons in the west. The only terrain that can't be found is ocean coast and Alpine mountain. Like the state itself, the area around Curtis Hill is one of contrasts, variety and unique sights. It was that geography that brought the noted rail photographer Preston George to these red hills. Next time you're planning a trip or if your tired of the same old places consider the red "Gyp" hills and high plains vistas and come to Curtis Hill. The nostalgia and romance of the west is calling you, and BNSF will provide a rainbow to match the scenery.

KODACHROME, KEEL MIDDLETON



After announcing on October 15, 1996, a "friendly" merger with CSX, Conrail has experienced quite a tumultuous year and a half. Norfolk Southern, CSX's competitor in the East, saw that it would be left as the "small" railroad in the region, and waged a successful campaign to have Conrail split between the two warriors.

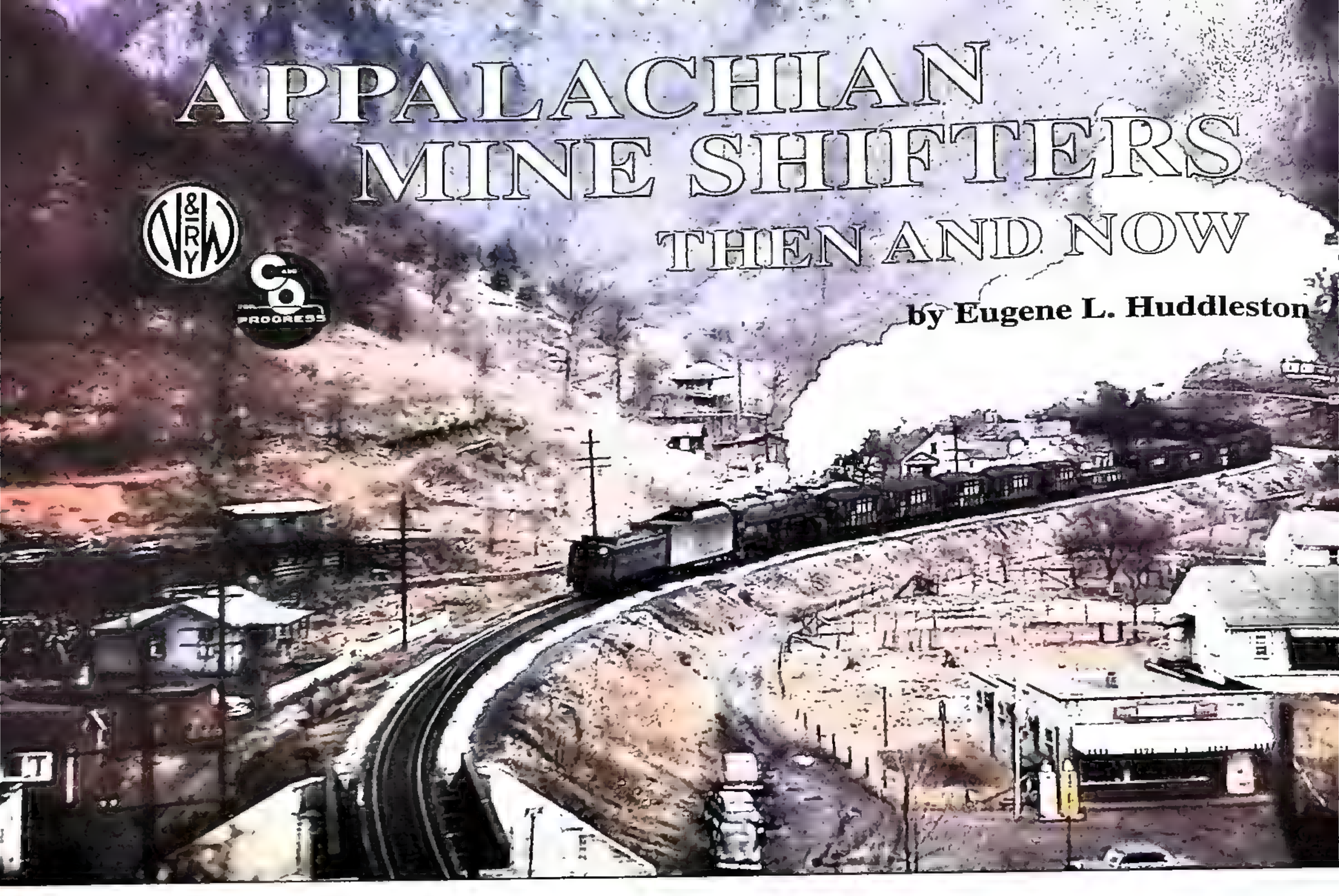
In August 1998 the the Surface Transportation Board will make public its decision on the CSX/NS split of Conrail. It looks as though the split will happen, the UP/SP merger problems notwithstanding. As Conrail's flag lowers, we take a brief look at "Big Blue" doing what it does best — moving freight.

SD60M 5537 (right) was at speed through Ripley, New York, on the Chicago Line on October 5, 1996, while 20 miles west in January 1998, a west-bound streaks by the east end of the controlled sidings and under the home signal at CP 83 (below) in Erie, Pennsylvania. Finally, on June 1, 1996, looking north from the Conrail Conway Yard tower (right) , we can see it's business as usual as an SD80MAC and other EMD and GE diesels in their dress blues await their next assignment at the ready track — MIKE HOPPE.

APPALACHIAN MINE SHIFTERS

THEN AND NOW

by Eugene L. Huddleston



A NORFOLK & WESTERN Y-6b *with an auxiliary water canteen winds downgrade along Dry Fork a few miles south of laeger, West Virginia, with loads from one of the many big mines along the creek in December 1959. Mine shifters in Appalachia often backed up because of a lack of places to turn locomotives. CSX and Norfolk Southern power combined on a mine run at Stotesbury, West Virginia, on its way from the CSX main at Quinnimont to a large mine near Rhodell in April 1995* ***(below)****. The train is on former Virginian rails, with the former C&O tracks on the opposite side of the creek having been abandoned two months earlier.*

"UP THE HILL AT SOPHIA, a locomotive fresh out of Pemberton languished downgrade with 75 loaded hoppers . . . The 2-8-8-2 was easing along. Its exhaust lacked definition . . . [and left only] a short-term echo in a tunnel at a left bend. The USA (engine 713) nosed into a second tunnel . . . Now the Mallet's rods grumbled and complained like a scolding housewife insistent on having the last word. Still, the engine's progress was unaccompanied by rip-snorting thunder it would have made upgrade. Instead, the 713's cars out-soliloquized the engine through Loop Junction Tunnel onto another bridge over the C&O and a short straight stretch by scrubby bushes whose leaves hung limp in the sun. . ."— from "Interlude at Loop Junction" by H. Reid, The Virginian Railway *(Kalmbach, 1961).*

The late H. Reid had explored the meandering branch lines on his favorite road, the Virginian, to the point he could appreciate exactly those qualities that made Appalachian mine shifters so distinctively different from switching runs in citified areas. Superficially, trains supplying coal mines with empty coal cars are analogous to urban switching runs. Both jobs set out from and return to a home terminal instead of operating point-to-point. Both had, until the recent development of flood loading, shorter consists than trains on the main line. And both proceeded at comparatively leisurely rates. But there the resemblance ends. Mine shifters, also called "mine runs," were and are more impressive. Instead of dinky switch engines, they are powered by large road locomotives, and — in Appalachia, at least — they usually follow winding streams through rugged, forested countryside and

PHOTOGRAPHY: EUGENE L. HUDDLESTON, EXCEPT AS NOTED

n[illegible] valleys, [illegible]te with reverse curves, tu[illegible], bridges, [illegible]cuts and high fills.

[illegible]er much has appeared about how these scenic operations are, and were, conducted, despite interests of model railroaders in coal mine "tipples" and the track layouts under these loading facilities. A big reason for this lack of information is that coal mines are usually hard to find, often being at the head of crooked valleys and on narrow roads and, once found, they are often fenced in or otherwise made inaccessible as discouragement to trespassers or even innocent observers. Nevertheless, interest in the operations around tipples and loadouts today suggest a look at how two major coal-carrying railroads in Appalachia handled the job from roughly World War II to the present.

Basically, the job was the same for both the Chesapeake & Ohio and Norfolk & Western — to make sure the mine was supplied with sufficient empty cars for the day's loading and to haul away from the mine all the cars actually billed that day. Supplying sufficient empties and assuring fairness in their distribution were essential to the process. In fact, according to N&W historian Joseph Lamble, fairness in distribution is "one of the most perplexing problems faced by a coal-carrying railroad." On both roads was a mine rating commission — basing allotments on ratings derived from records of past loadings — and a car distributor. On the C&O, the chief car distributor in Huntington, West Virginia, and his three assistants, using the mine rating data, cooperated with the chief dispatchers of the Huntington, Ashland and Hinton Divisions in ordering trains of empties sent to the coal field terminals. From the terminals, the "shifters" took them on to the mines, requiring 18 to 20 crews daily at the Peach Creek terminal alone. Once cars were under the tipple, they were loaded.

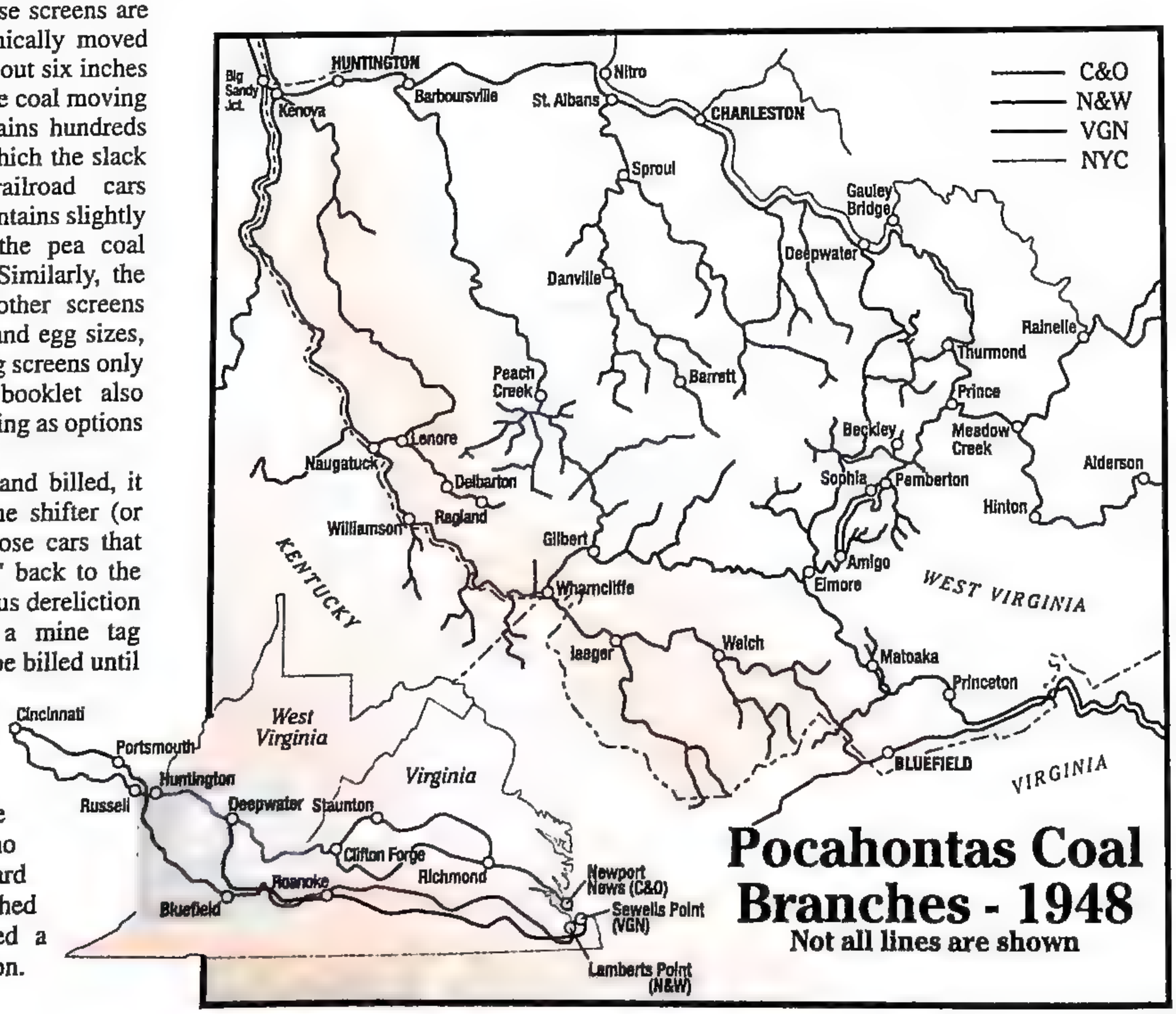
How loading occurred at a large mine on the N&W in the 1930s is explained in an N&W publication distributed at the Century of Progress Exposition in Chicago: "Coal as it comes from the mine is known as run of mine (ROM) coal and contains all sizes from slack or fine coal to the larger sizes. When

THE ENGINEER ON N&W Y-6a 2166 *has backed off a short spur that serves a coal mine onto the main line just east of Kermit, West Virginia, in December 1958. Note the white canvas curtain and the two rear sanders in operation. N&W A-Class 1209 was pushing a long coal train out of Big Sandy Tunnel No.1 near Kermit in April 1957 (**above**). The N&W set up operations so these trains wouldn't need to stop between Williamson, Kentucky, and Portsmouth, Ohio.*

shipped as such, the coal first passes through the tipple where it is carefully cleaned, after which it is loaded into railway cars over adjustable loading booms. In preparing sized coal, as it reaches the tipple it is fed onto a series of shaking screens which separate it into the various sizes required by domestic and industrial consumers. These screens are tilted slightly and are mechanically moved back and forth a distance of about six inches so that the motion . . . keeps the coal moving onward. The first screen contains hundreds of very small holes through which the slack coal passes directly to railroad cars underneath. The next screen contains slightly larger holes through which the pea coal passes . . . [for briquetting]. Similarly, the remaining coal passes over other screens which take out the nut, stove and egg sizes, leaving at the end of the shaking screens only the large lump coal." The booklet also explains cleaning and dust treating as options in preparation.

Once the cars were loaded and billed, it was the job of the crew of the shifter (or "mine run") to "pull" only those cars that were billed. Taking a "no-bill" back to the assembly yard would be a serious dereliction of duty, for a car without a mine tag (technically, the car would not be billed until it was weighed) was a lost car. Since not all cars were "tagged" (or billed) in the order loaded, "no bills" could very well show up in the middle of a billed "cut." Taking a "no bill" back to the assembly yard would require the car to be switched into what on C&O was called a "holder" track to await disposition.

Supplying the mines with empties was easier than pulling the mines because supplying required a minimum of sorting; 50/60 and 70/80/85 ton capacity "hopper-bottom gons" (as officially known) were usually distributed indiscriminately to the mines, and "flat-bottom gons" of varying capacity were supplied on special order. It was the job of the coal company employees to position the cars under the "adjustable loading booms" at the tipple. Cars were moved under the booms (typically four in



parallel) by loosening an anchoring cable so that cars moved down grade to the boom, riding the car downgrade and stopping it with handbrake and finally operating a "captive" machine or switcher to position the car.

Getting the loaded and billed cars in the order matching their destination was the biggest job in pulling the mine. This was at a time, of course, that the mining company, railroad of origin or forwarding agent would bill individual cars to numerous and varied consignees spread to all points of the compass, thus requiring varied routings. The initial job of switching required only that the cars be blocked for the scales at which they would be weighed and officially billed. This was, of course, before the use of main line scales that could weigh individual coal cars coupled together as they passed in long trains over level track at a steady five miles an hour from the assembly yards to the "concentration points" bordering the coal fields.

The C&O and N&W differed in how the initial blocking was handled. Author S. Kip Farrington, who traveled extensively in the C&O coal fields in the 1940s, summarizes the process on the C&O in *Railroads at War* (1944): "On each of the branch lines serving the coal fields . . . assembly yards are strategically located. These assembly yards serve as a base from which train operations are conducted to and from the mines, and to and from the . . . concentration points lying on the extremities of the coal-originating territory. Here loaded coal cars are assembled; here the empty coal cars are received and will be distributed by the mine-run crews. Geographical conditions in mine run territory are, for the most part, such that there are only limited track facilities. Consequently, it is necessary to switch and classify the cars outside of the coal fields. At the assembly yards the loads are classified as between eastbound and westbound and short-haul, and built into trains for movement to concentration points." On the C&O the westbounds would be weighed and billed at Russell, Kentucky, and the eastbounds at Clifton Forge, Virginia. "Short loads" were cars set off at points intermediate between the assembly yard and the concentration point. For westbounds these points were primarily rail-to-river transfer points, namely Huntington and Kenova, West Virginia, and Ashland, Kentucky.

Each mine-run terminating at an assembly yard would need switching into at least four other tracks in the yard—one for eastbounds, one for westbounds, at least one for short loads and one for holders. This writer recalls on a weekday in June 1950 staying in the same rooming house at Danville, West Virginia, that David Morgan and W. A. Akin, Jr., would occupy three years later in preparing an article for *Trains*. Their purpose was to accompany two loaded hopper cars from a mine near Barrett, some 22 miles up Little Coal River and Pond Fork from Danville, eastbound to tidewater at Newport News where the loads were destined for export. Morgan reported how the cars, brought in by a 2-6-6-2 shifter, were switched during the night and made up into east- and westbound trains. He did not report how well he slept. At the same rooming house this writer did not sleep well because he was kept awake by a Class G-9 Consolidation, barking back and forth during the night making up the main line trains on seven yard tracks. (Danville Yard has since been enlarged due to increased production in the Coal River field.) By very early morning —say 4:00 a.m. — the coal loaded the day before had been "doubled" into three long cuts waiting to be cabbed — two westbounds and one eastbound, with whatever short loads there were placed on the head end for "setting off." Although I have no record of their actual calling time the trains, bound for Russell and Handley, would get away around dawn after air men had coupled air hoses and inspected the train. (The train handling the two coal cars that David Morgan followed eastward was called at 5:00 a.m.) Danville was one of about seven such "strategically located" assembly yards on C&O, in eastern Kentucky and southern West Virginia, the actual number depending on one's definition of an "assembly yard."

The N&W's methods for marshalling its coal cars and forwarding them to market was somewhat different than the C&O's — at least at the mine head and at the assembly

***CHESAPEAKE & OHIO H-6 MALLET 1309** was tacking the cabin onto the rear of a long cut just pulled from Island Creek No.27 mine in Mingo County, West Virginia, in June 1953 **(below)**. Sister locomotive 1308 is today displayed in Huntington, West Virginia. Norfolk & Western 2-8-8-2 2138 was running back and forth while switching cars under the tipple at the Island Creek Coal Company mine about four miles east of Delbarton in Mingo County in December 1958 **(opposite)**. Note the color coded card on the side of the hopper car.*

ON A BRANCH OPERATED JOINTLY BY THE C&O AND VIRGINIAN, *C&O hoppers were being loaded at a mine in Lochgelly, West Virginia in 1945. Note the three grades of coal — "lump" at the extreme right, "slack" behind the trainman and "nut" in the left foreground. Former Southern Railway SD35 3051 was in captive service spotting cars under the tipple in the Winding Gulf Coal Field at East Gulf, West Virginia, in July 1994* ***(opposite top).*** *N&W Y-6b 2176 worked as a mine shifter at Iaeger, West Virginia, along Dry Fork in 1959* ***(opposite bottom).***

yards. N&W was, in one sense, luckier than C&O in that most of N&W's highly productive mines were located within a confined area geographically. Because there were were fewer assembly yards, the cost of transportation was lower. But fewer assembly yards put a burden on those yards — especially Williamson and Bluefield and pick-up points in between — in putting together east- and westbound trains. Farrington had said that on the C&O "limited track facilities" in mine-run territory necessitated switching at the assembly yards; true, the N&W had the same limited track facilities at the coal mines, but that did not keep the road from switching under the tipples anyway. Doing so required the mine-run conductor to be a yard clerk and yardmaster combined. To cut down on paperwork initially involved at the mine head, N&W devalued the "mine tag" (which specified lading, consignor, consignee and sometimes route) separately accompanying each car and relied on color coding "tacked" on the car itself, specifically on the "route card board" (the C&O's designation for the wooden placard on the car's lower left side). An account by Henry B. Comstock in RAILROAD (February 1944) clarifies the procedure: "Each colliery has its own miniature yard, you might say, with receiving, loading, and outbound trackage. Generally it's a gravity layout, so that empties can be coasted under the tipples and then on into the clear. During the return trip, the engine hauls out the loads, or rather, such of them as have been tagged by the shipper, and switches them into cuts, according to the color of the tag. We use blue and white for cars consigned to Williamson scales, green for Portsmouth, orange for Bluefield and white for Roanoke." (Comstock here quotes directly assistant car-distributor Frank Alexander interviewed in his "phone-cluttered cubicle on the third floor of the main yard-office" as he arranges for distributing "a thousand cars a day to the more than 50 mines in the Williamson area.")

During his years of photographing mine runs in Appalachia, this writer was able only once to observe the N&W's technique of switching under the tipple. Late in 1958, learning that N&W was still using steam on its Lenore Branch from Naugatuck to beyond Delbarton, with shifters based at Williamson, West Virginia, my brother and I, taking our first opportunity, headed for Delbarton, an easy day's excursion from home. The Lenore branch, also called the Pigeon Creek branch, was well known from O. Winston Link's recording "Second Pigeon and the Mockingbird." "Second Pigeon" refers to the second shifter of the day sent up the branch, the other running at night. This was the shifter (or mine run) we found up the branch, and, interestingly, this run provided the opportunity for the last road steam operation on the entire N&W. According to N&W authority Tom Dressler, the last call for "road" steam — made at Williamson, the last holdout terminal — was for "Y-6b number 2190, reporting . . . May 6, 1960, 7:30 a.m. for the Pigeon Creek shifter."

That late December day in 1958, we found the shifter, powered by Y6 2138, four miles beyond Delbarton, getting our lead on where to go from an elderly gentleman, who still served as agent at the Delbarton depot. He called the mines "operations" and referred us to the big mine operated by the Island Creek Coal Company at the very end of the branch. Finally, after a drive up a narrow and winding creek, past a long row of identical miners' houses, just east (by compass) of Ragland, we came upon 2-8-8-2 2138, going back and forth like a switch engine on a yard lead, only the "lead" led not to yard tracks but to tracks under the tipple. Both tipple and tracks were out of sight around a curve up beyond where we were standing. Yet the 2-8-8-2, working in "simple" because of the heavy upgrade movement, kept going forward and backing up. How commands for the movements were given was unknown to us, for locomotive cabs at this time were not equipped with radios and no switchman giving hand signals appeared in view up the tracks. The switching was time consuming because, for safety's sake, air was kept in the cars at all times, requiring the coupling and uncoupling of air hoses and opening and closing of angle cocks on every move.

When we left in late afternoon the shifter was still sorting its loads, blasting forward, pausing, backing (downgrade), pausing again, then pushing forward again. Of course, once the shifter got back to Williamson, further switching would remain, but the moves in the yard would be in larger blocks and there would be fewer of them.

With evolving changes in coal preparation technology, in markets (caused mainly by clean-air, fossil fuel legislation) and in increased costs in opening new mines, the procedure followed by a "shifter" today differs from the procedures described above, which were common some 40 years ago.

The structure at which now, typically, loading of coal takes place is called a "load-out," not a "tipple." At a load-out a technologically sophisticated operation takes place, for coal of uniform sizing is in a sense "metered" into the coal cars (now mostly having "bath tub" bottoms instead of hoppers for ease in conveyor unloading) at a steady rate sufficient to fill each car to a uniform height while the cars move steadily forward under the load-out, powered by the shifter's locomotives (which are apt to be identical to over-the-road locomotives in assignment). The flow of coal through a single chute is so regulated that it stops at the end of filling

each [illegible], and picks up with the next, without requiring the train to stop.

This procedure, aptly called "flood loading," requires that the locomotives move their cars at a uniform pace under the loader. To guarantee this uniformity, the cab of the lead locomotive is equipped with a speed-control device—on CSX patented as the "Pace Setter" or "Speed Control II." This device has to perform quite a job, keeping the train moving at a uniform pace, typically under a half-mile an hour, despite changes in resistance caused by curves, by shifts in gradient or by increases in tonnage accumulating behind the locomotives. Usually a single grade of crushed and blended coal goes into the coal cars — slack — for either the metallurgical or steam markets. The prevalence of such fine coal today, all in open-top cars, presents a problem in loss of lading from wind pick-up. Norfolk Southern, in fact, has an automatic sprayer installed on its mainline track in its descent from the summit of Alleghany Mountain into the Great Valley west of Roanoke, an area of high wind drafts.

Once continuous loading is completed — a process that can take several hours depending on the length of the train to be loaded — the mine shifter returns its loads, with little chance of a "no bill" occurring, to the assembly yard. Some really big mines, most of these being surface mines, load enough cars in one run that the cut from the mine automatically assumes the status of an over-the-road train and therefore can bypass handling at the assembly yard. Since all the cars usually have a single consignee such as a utility or an export agent, the cut can continue moving to its destination as a train. Another big difference from the procedures followed at mid-century is in-motion weighing, where coal moving out of coal field assembly yards is weighed at one location (sometimes up to three, if required by geography and east-west routing), requiring only that the over-the-road train engineer slow his train down to approximately five m.p.h. at the scale location.

Of course, the "golden age" for most coal mine branches in Appalachia was when there were depots or station identification signs around almost every bend in the tracks and when shifters had to share the tracks with daily passenger trains or mixed trains which made their way up and down the green and narrow valleys, the locomotives turning on wye tracks or turntables built out in the middle of nowhere and then heading back to the home terminal. Often, these trains were nicknamed; in the C&O's New River field, in fact, there were two Fannies on separate branches. But even today, with depots either torn down or left derelict, and with station signs giving way solely to mileposts for identification of locale, there's still a delight felt deep inside in observing and photographing Appalachian mine runs.

OPPOSITE: OFFICIAL C&O PHOTO, COLLECTION OF C&O HISTORICAL SOCIETY / BELOW: GARY E. HUDDLESTON

by
Bob Gallegos

TWENTY GALESBURG RAILROAD DAYS YEARS

BOB GALLEGOS

GALESBURG RAILROAD DAYS of 1997 found BN SD70MAC 9771 on display with Milwaukee Road 4-8-4 261 and the city's resident locomotive, CB&Q 4-6-4 3006. That same year BN SD9 6191 worked the yard while the Nebraska Zephyr set looked on (below).

NOW BOARDING ON TRACK No.1 is an eight-car train of Metra bilevel commuter cars pulled by an F40PHM-2. Track No.2 is playing host to a short train of lightweight cars resplendent in Milwaukee Road orange and maroon; on the point is No.261, a mighty 4-8-4 and bringing up the markers is beautifully restored business car, Lehigh Valley 353. Right behind the biz car the sunlight glints off of the streamlined carbody of a fluted side Burlington E5 trailed by the *Nebraska Zephyr*. Does this sound like a dream?

Every June, scenes like this happen in Galesburg, Illinois, at Galesburg Railroad Days. It is a dream in the sense that it's actually far beyond the wildest dreams of Galesburg Railroad Days' earliest promoters some 20 years ago. They never envisioned the major community event that would evolve.

"Let's have an open house . . ."

That's what a group of Burlington Northern employees said back in the early 1970s. The original event was sponsored by railroad employees who wanted to educate the community of Galesburg about the railroad that ran through it. In 1974 the employee group organized an open house featuring bus tours of the BN yard with speakers at various display sites. That first event drew such a crowd that it ran well past the published time for closing.

Following this overwhelming success, the open house was again repeated in 1976 and included historical memorabilia displays at the Galesburg depot. And again, the open house was a big success. So big, in fact, that the Galesburg Chamber of Commerce adopted the event and the newly dubbed

LARRY R. STILES

BOB GALLEGOS

Galesburg Railroad Days became a community celebration the following year. In 1997, 20 Railroad Days later, the event has become one of the nation's premier annual railroading celebrations and is one of the largest of its kind throughout the BNSF system.

Today's Railroad Days is a two-day event that covers the entire city. From a sprawling antique car show at Knox College to live mainline steam and diesel displays at the BNSF/Amtrak depot, there's something for everyone. Other events include a three-on-three basketball tournament, a street fair complete with a flea market, craft shows, midway rides, great food and a huge model railroad show at Carl Sandburg College.

Railfanning Galesburg Railroad Days

Galesburg is a major junction of former BN (originally Chicago, Burlington & Quincy) lines radiating to the Twin Cities; Chicago; Paducah, Kentucky; Peoria; Kansas City; St. Louis and Denver via Omaha. With the merger of BN and Santa Fe the lines now also connect with Chico's Chicago-L.A. main line as well.

In the first years of Railroad Days, BN displayed various pieces of equipment including locomotives and rolling stock. In later years, Santa Fe, Amtrak and EMD have all brought in display equipment. In the last five years, BN has been gracious enough to allow steam on their line for display with former Frisco 1522 even handling some employee appreciation trips over the Peoria branch a couple of years ago. Once the celebration began to grow, BN began operating public excursions through the sprawling yards. The trips originally ran using a train of flat cars with seats and railings hauled by a switcher.

Over the past few years the routine has been to

DALE PANTHER

DALE PANTHER

***YARD TOURS** were offered in 1992 using BN E9A 9919 and bi-level commuter cars from Metra (**top**). A decade earlier, in 1982, the tours were more rustic, offered in open gondolas equipped for temporary passenger service (**above**). The railroad has showcased its workers and physical plant over the years, including demonstrations of laying and maintaining both concrete and wooden ties (**left**).*

LARRY R. STILES

THE BNSF EMPLOYEE SPECIAL *was in the charge of BN SD70MAC 9771 on June 28, 1997. The* Nebraska Zephyr *trainset with E5 9911 from the Illinois Railway Museum in Union has become a Galesburg regular. It was on the way to Railroad Days in June 1997* ***(below).***

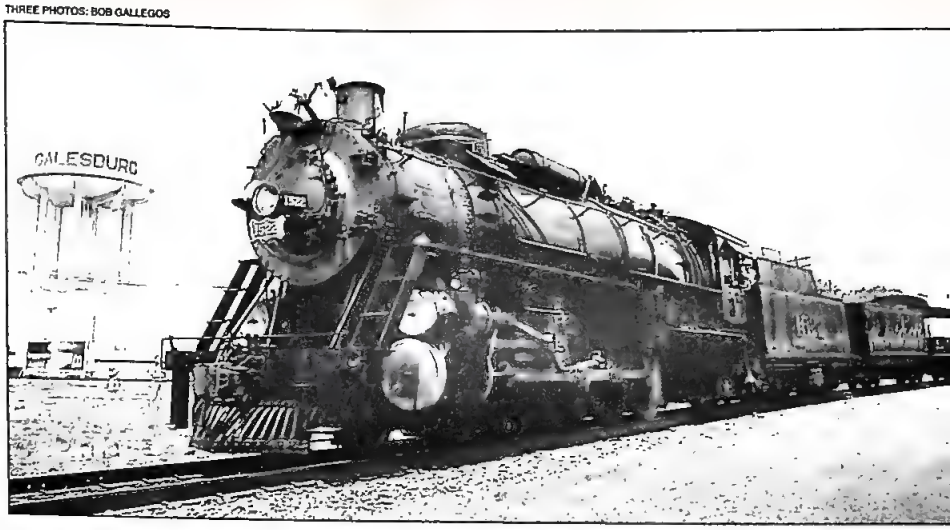
have railroad displays and the passenger specials based out of the BNSF/Amtrak station on Seminary Street. Here, the BNSF main line is used for both displays and boarding. This is a very busy stretch of railroad as it is the main line to both Chicago and the Twin Cities with the junction switch just east of the depot. Public excursions usually run on both Saturday and Sunday with the trains operating through the yard and out to a junction called Graham. This routing provides a speed run over the Denver (passenger) Main between the depot and Graham and a good look at the yard from the freight line which passes over the yard.

In 1997 former Milwaukee Road 261, a magnificently restored 4-8-4, and the *Nebraska Zephyr* complete with a rare EMD E5 on the point from the Illinois Railroad Museum made an appearance. Yard tours were in the charge of a Metra F40PHM-2 hauling a set of former BN gallery cars. For BNSF employees, special trips were run over the line to Peoria featuring an SD70MAC and cars from BNSF's business fleet. Originally, two steam locomotives were to be on hand, but Frisco 4-8-2 1522 suffered mechanical problems while pulling employee specials for BNFS and was sidelined in the shop.

Other railfan attractions at Railroad Days include the constant parade of BNSF trains on the mainline and cosmetically restored CB&Q Hudson No.3006 and caboose on display at the Galesburg Railroad Museum adjacent to the depot. The Museum houses a great display of railroad memorabilia relevant to the railroad history of Galesburg and is a great source of information about the area. It's usually possible to work the Hudson into photos of BNSF mainline action or of equipment on display. The engine faces roughly east, so morning light is best for photos.

MITCH GOLDMAN

THREE PHOTOS: BOB GALLEGOS



...ou're into model railroading or collecting railroadiana, the train show at Carl Sandburg College is not to be missed. This event, organized by faculty member Harry Grossman, is into its third year and is one of the largest shows of its kind in this part of the state. Displays run the gamut from live steam outdoors to a large N Scale N-Trak modular layout in the gym. Of course, there are a large number of dealers hawking trains of all scales, memorabilia and railroad books. This year, the show netted over $9000.00 with all of the proceeds going towards scholarships to the college.

While you're in the area . . .

The Galesburg area is a magnet for railfans. With BNSF's two east-west corridors and other lines radiating out of the hub, over 50 trains per day pass through the area. Union Pacific operates over the lines between Chicago and Kansas City on trackage rights inherited from the SP in the BNSF merger and the Burlington Junction Railway in Burlington, Iowa, a mere 30 miles west. There are plenty of public roads that follow the tracks and even the BNSF diesel facility is easily photographed from an overpass in town.

*FRISCO 4-8-2 1522 departed Galesburg with an excursion during Railroad Days in 1993. Big steam is frequently in attendance at Galesburg, and public excursions with the locomotives happen occasionally. A billboard in Galesburg reminds the town to keep the fourth weekend in June available each year (**left**). BN offered its employees a trip to Peoria during the 1996 Railroad Days behind executive F-unit BN-1 (**below**). The locomotive has since been donated to the Illinois Railway Museum.*

Toledo, Peoria & Western runs a turn into town from Peoria, also on trackage rights gained in the BNSF merger.

During the 1996 Railroad Days, the big news was the opening and dedication of the Cameron Connection just west of town. This allows trains on the former BN Denver main to move onto the former Santa Fe main line to L.A. and vice versa. This is the connection that allowed Amtrak's *Southwest Chief* to move to the BN line between Chicago and Galesburg, allowing the closure of the Santa Fe depot on the north side of town. Cameron is a great place to watch trains, as the old Santa Fe line crosses over the BN Denver main on a high fill and deck girder bridge.

Scenery in the area ranges from rolling farmland on the east to river bluffs and bottomlands on the west towards Burlington. The Twin Cities-Galesburg, Galesburg-Hannibal and Santa Fe line through Fort Madison, Iowa, all offer running along the Mississippi River. Also, since there are lines radiating in all directions out of Galesburg, the light is almost always right for something running somewhere. Other railroads in the area include the Toledo, Peoria & Western and Keokuk Junction to the south and

This year's Galesburg Railroad Days will be held on June 27-28, 1998. For information, write to Railroad Days, P.O. Box 749, Dept. RF, Galesburg, IL 61401 or phone 309/343-1194 ext. 737. Milwaukee Road 4-8-4 261 is scheduled to pull a round trip each day from Union Station in Chicago to Galesburg for those wanting to get there by train co-sponsored by Friends of the 261 and the Chicago Chapter NRHS. For information on these trips contact the chapter's trip hotline at 773/836-9203.

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EastRAIL '98

THE SEVENTH ANNUAL EDITION of the EastRAIL multi-media show was held at the Bergen County Technical School in Hackensack, New Jersey, on February 28, 1998, and it was a real crowd-pleaser with nine slide shows and two video presentations. While most of the programs focused on Northeastern topics, there were shows on Canada and Texas/Oklahoma, as well.

The program began at 10:00 a.m. on the chilly but pleasant Saturday morning, and Frank Etzel set the tone of the show by illustrating the activities and equipment acquisitions of the United Railroad Historical Society of New Jersey, the group which now sponsors EastRAIL. Frank's program then transitioned to a look at the contemporary New York, Susquehanna & Western.

Ten years ago to the day from EastRAIL Saturday, New Jersey railfan Rich Wallace left with his family to take a job near Dallas, Texas. The decade of experiences railfanning his new home territory provided the raw material for his *Texoma* program, featuring everything from the last gasp of the Katy to the Pearl Brewery electrics and merger madness and the DART rapid transit. Rich's clever matching of screen images to lyrics in the music made his program particularly memorable — the rodeo phrase "I'll be looking for eight when they pull that gate" in George Strait's "Amarillo By Morning" will never be the same after matching it to a shot of an engineer skinning out a diesel throttle to Run-8! (And the day's first technical glitch stopped Rich's program cold in the middle of his coverage of Union Pacific action in Texas — the UP was living up to its new slogan: Houston, We've Got a Problem!)

Marc Balkin's impressive new video projector provided two programs for this year's EastRAIL. Since it is unsettling for an audience at a multi-media program to adjust from live action (film or video) to still images, the video presentations were made right before the lunch and intermission breaks. Thus the audience would return fresh and not have to readjust to still images — and it worked well. Marc's first show was a stunning demonstration of video technology in the filming of the massive Northlandz HO model railroad exhibit which recently opened in Flemington, New Jersey. His Mark I Video Mini- ChoochCam put the viewer at cab window level for a tour of the world's largest model railroad layout — and a soundtrack of real railroad and locomotive sounds reinforced the impression of the journey (the in-cab sounds were recorded on a recent fantrip using the URHS's own ex-C&NW Lehigh Valley F7s). Northlandz is the ultimate model railroad fantasy with huge bridges and gigantic canyons a real three-stories deep! To those of us who grew up on magazine pictures of the legendary HO-scale Gorre & Daphetid, today's Northlandz is nothing less than John Allen on heavy drugs!

During the lunch break, Frank Vopacek of the Bergen Technical School's Power & Transportation Institute and Stationary Steam Engineering Program fired up the school's display of working stationary steam engines and put on a show of all sorts of steam whistles in a tremendous whistle blast. There were whistles demonstrated from numerous locomotives and even ocean liners and a Lackawanna tugboat.

Following the lunch break, the slide shows resumed with RAILFAN &RAILROAD editor Steve Barry's tour of *South Jersey — Americas Railroad Playground,* covering everything from Amtrak's and NJ Transit's Atlantic City service to the incredible collection of historic diesels at work on the region's short lines and Conrail six-motors negotiating a wooden swing bridge! A creative mix of black & white and color images of the ex-DL&W "wickerliner" electric m.u. cars highlighted Bob Hart, Jr.'s *Lackawanna Electric Memories.* Bob had teamed up with Howard Pincus and Al Papp in a group called "Rails After Dark" to document with synchronized night flash photography the traditional commuter cars in the last years before their 1984 demise. His slide show put all those images into one entertaining package.

NYS&W trainmaster and private car owner K.C.Smith wrapped up the mid-afternoon slide shows with *Rock and Roll Through the '80s,* a mix of music and images of a wide variety of railroading east of the Mississippi during the 1980s — and it's amazing how much that we then took for granted is now treasured history! Video returned before the intermission break in the form of Marc Balkin's 1997 coverage of the URHS-sponsored excursions from Hoboken to Port Jervis with Ross Rowland's ex-C&O 4-8-4 614. Here the helicopter and ChoochCam techniques demonstrated on the Northlandz model railroad were put to use in full size with the 614 being captured from the air and through locomotive-mounted cameras.

Scott Snell got the last segment of EastRAIL under way after the intermission with his artistic tribute to Pennsylvania's East Broad Top narrow gauge railroad. His images of the abandoned remains and preserved buildings and operating trains underscored the remarkable historic significance of this national treasure.

While shows like EastRAIL and its western predecessor Winterail are devoted to automatic slide shows with carefully crafted music and narration on audio tape driving multiple projectors through a dissolve unit, they will occasionally break format for a program of special interest. Such was the case with Conrad Milster, a veteran of the steam-era New York Harbor tugboats and now a power plant chief engineer. With a camera and reel-to-reel tape recorder, Milster worked on harbor tugs for five years in the 1950s and captured the images and working sounds of railroad-owned steam and diesel tugboats. His live-narrated program was punctuated with selected sound clips of tugboat exhausts and engine room sounds (like the engine-telegraph bells and engineer's throttle and reverser responses in the reciprocating steam engine sounds of a tug

RAILFUN

by CURT KATZ

ANOTHER WINTER IN SUNNY CALIFORNIA...
GEE... I CAN HARDLY SEE THE TRACKS IN THE GLARE OF ALL THIS [LIQUID] SUNSHINE.
HMM... THERE'S A NEIGHBORHOOD ON THE MOVE!
EGAD! A WASHOUT! WHAT COULD BE CAUSING THIS MISERABLE WEATHER?...
¡SOY YO, EL NIÑO!
L'ENFANT TERRIBLE!
I SUGGESTED WE PLAY "TWISTER," AND LOOK WHAT HAPPENED TO FLORIDA!

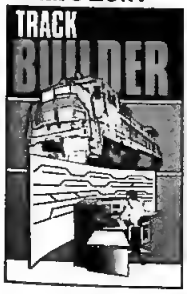
maneuvering a barge). His description of high pressure tugs with direct cylinder exhaust and the more common condenser engines was an amazing comparison for an audience that had never been able to experience that aspect of marine railroading first-hand. (He offers these recordings in cassette format for sale through his catalog from the New York Technological Society, 178 Emerson Place, Brooklyn, NY 11205. The program featured sounds from the 90-minute marine tapes *Full Ahead* and *Fog*, available for $7.50 each.)

Canadian book author Greg McDonnell wrapped up the 1998 EastRAIL with a pair of excellent programs on Canadian railroading. *Passing Trains* drew on the images of his latest hardcover pictorial, while *Beyond the 100-Inch Isoline* threw the El Niño spring-time audience into the midst of the harsh Canadian winter with ice-encrusted units and rugged wooden wedge plows spewing gallant plumes of white and trapping themselves hopelessly in roof-deep drifts. And Greg admitted that his perfect exposures under the most challenging conditions were just good guesses. Yeah, and a decade of snow-season experience!

Shows like EastRAIL and Winterail (see page 22) are an excellent way to see the best of railfan photography and meet the photographers who make it happen. They inspire the novice and seasoned pro alike while entertaining everyone and offering an artistic challenge to anyone wanting to produce a program. They have earned a significant place in the railfan community. Plan on attending one of the events next year.

RAILROADIANA

What's new?



Track Builder from Signal Computer Consultants, P.O. Box 18445, Pittsburgh, PA 15236; e-mail signal @usaor.net; website www.usaor.net/signal; $64.95 plus $4.00 shipping

Signal Computer has created another addictive program. *Track Builder* lets even a neophyte user of graphics programs create imaginary layouts, build trackage that recreates the past, or develop a cyber model of his/her favorite stretch of today's railroads to run on Signal's companion program, *Train Dispatcher 2.0*. While not as easy to handle as that program, many help tools, sample layouts of territories already created and other devices make *Track Builder* comfortable to use with relatively little practice.

An opening screen shows a grid on which track work can be built. By using the mouse to activate various drawing tools, track can be drawn, a switch installed and signals placed. Following the manual carefully guides the user through the construction of a simple layout. Using the mouse to "drag" sections of track and using the "selection" function to delete, move or duplicate trackwork greatly facilitates territory building. Though the instructions are clear for all the steps needed to build a functioning layout, a user should not be discouraged by a false start or two. It is a good idea to start with an imaginary territory so the focus can be on using the tools in the program, rather than being concerned about a prototype piece of track. In all, 600 blocks, 250 switches, 250 signals and 50 entrance and exit points are allowed. However, while the grid offers 160 vertical and 200 horizontal squares, keeping layouts to 55x98 grid squares allows all trackwork can be seen on *Train Dispatcher 2.0* without scrolling about the screen. This makes it much easier to operate a territory.

Once the trackage is developed, adding station names and descriptive text and using bitmaps to put features like bridges and rivers on the territory is well explained in the manual. Putting in different speed limits, slow orders and block permits is also very easy. By the time you are done with this phase trains can pass through tunnels, pass hot box detectors, stop at station platforms and much more. For the more advanced user, bitmaps facilitate the creation of custom locomotive icons as well as other features.

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Having driven your cyber "golden spike," it is time to add some trains. A user is allowed to identify four different types of trains to run across the territory. When building his/her track, different speed limits can also be entered for each type of train on each block or signal. You'll discover the "joys" of these features when you have a 40 m.p.h. unit coal train out in front of two 90 m.p.h. passenger runs and a couple of stack trains doing 70. A maximum of 200 trains can be operated in one simulation period of up to 24 hours. Trains can be scheduled to run from one to seven days a week. This allows the developer to put in days when traffic is much heavier. On imaginary layouts scheduling quickly becomes a real mental challenge. Adding your newly finished railway to *Train Dispatcher 2.0* is simply done by using the "Create Track Execute File" under "File" on the toolbar. The new territory can then be used like any other *Train Dispatcher 2.0* territory.

Developing prototype track territories requires more information. An employee's timetable, a track diagram and accurate schedules are necessary to make this realistic. With that type of information, the sky's the limit. And historical societies take note — why shouldn't the Centuries again make their nocturnal flights along the Water Level Route or the *Broadways* again round Horseshoe Curve. *Track Builder,* along with *Train Dispatcher 2.0,* offers that opportunity. Good technical support enhances this fine product. In short, Signal Computer Consultants has another real winner in *Track Builder.*

If you want to try *Track Builder,* a demonstration game can be downloaded from the Signal Computer Consultants' website at www.usaor.net/signal. But be forwarned — this product is addictive! — CHARLES W. BOHI.

Book Reviews

Rio Grande in Color Volume 2: Utah by James Sandrin, from Morning Sun Books, Inc., 9 Pheasant Lane, Scotch Plains, NJ 07076; hardcover, 127 8½"×11" pages; $49.95 plus $3.50 shipping.

The Denver & Rio Grande Western main line, now part of the giant Union Pacific system, is famous for its assault on the Front Range of the Rocky Mountains and its run through the canyons between Denver and Glenwood Springs, Colorado. With its many tunnels, tight turns and spectacular views, this route is one of the most beautiful rail lines in the world. The spectacular scenery found along the main line doesn't end, however, with its passing through the Front Range. The Rio Grande's main line continues on to Ogden, Utah, and this part of the line, while not as spectacular, is beautiful in its own way and should not be missed. This part of the line covers the lunar-like Utah desert, then becomes a mountain railroad once again for the climb up Soldier Summit. This new pictorial book, the second volume of a series on the Rio Grande, covers the western portion of the line from the railroad's division point at Grand Junction, Colorado, to Ogden, as well as D&RGW branch lines in Utah.

The book begins with a two-page introduction providing a brief history of the line and an overview of what is covered in the book. As in other Morning Sun publications, this book relies on color pictures and captions to tell the story. The photo coverage begins with pictures of the Grand Junction, Colorado, yard and works its way west across the deserts and mountains of western Colorado and Utah toward Ogden. The station stops of Thompson, Green River, Mounds, Helper, Castle Gate, Soldier Summit, Thistle, Provo and Salt Lake City are all included, as well as many lesser known locations along the way. Branches covered include the lines to Somerset, Colorado, and Sunnyside, Marysvale and Eureka, Utah.

Not only does this book cover the old Denver & Rio Grande Western line, it also contains photographs of the short lines that interchanged with the railroad. One of these is the now abandoned Carbon County Railroad, which served the Geneva Mine off of the Sunnyside Branch. The second line covered is the Utah Railway, which runs north from Martin, Utah, to a connection with the D&RGW line near Castle Gate. From there, the Utah Railway had trackage rights on the Rio Grande over Soldier Summit to Thistle. There are a number of fine pictures of the Utah Railway's RSD4 and RSD5 Alco switchers hauling coal along the Rio Grande main line.

Along with the many fine action photographs, sprinkled throughout the book there are also pictures of old Rio Grande timetables and advertisements that add

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additional color to the pages.

The pictures in this book encompass the period from the late 1940s up through the 1980s. Most of them, however, are diesel-powered trains from the 1960s through the 1980s. There are a few photos of steam locomotives, most of which were taken in Salt Lake City. Overall, the photo quality is excellent, although there are a few slightly fuzzy pictures in the book. By and large, the pictures are well captioned and many contain small descriptions of the history of the area and some of the work that went on there. Some of the captions left me wanting to know more about the area and the railroad's operations, but all in all the captions did a good job of explaining the photos and putting the scenes in the proper context.

Rio Grande in Color Volume 2: Utah is a great pictorial of the Denver & Rio Grande Western line from Grand Junction, Colorado to Ogden, Utah. In its own way, the scenery on this part of line is every bit as spectacular as that of the Rocky Mountains and this book really captures the beauty of the former Rio Grande Utah Division — NICHOLAS D'AMATO.

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TRACTION PUBLICATIONS by Joe L. Diaz

The Subway, A Trip Through Time on New York's Rapid Transit by Stan Fischler, available from H & M Productions II, Inc., 193-07 45th Avenue, Flushing, NY 11358; $29.95 plus $2.00 handling; hardbound, 8½"×11", 256 pages.

This is the detailed story of the New York City subway system from its early beginnings, illustrated with 150 black & white photographs. And the photographic reproduction is excellent! The author, a lifelong subway, rapid transit enthusiast, presents a complete overview of the subject from its earliest days to the present time. In addition to the photographs, there are numerous reproductions of early construction scenes. Beginning with the construction of the I.R.T., the author gives us a detailed look at the system as it evolved down through the years into modern times. Of course, the IND and the B.M.T. are included.

The book is divided into several chapters which cover in detail the planning, development and operation of the system down to the present. Included along with many excellent photographs illustrating the trains in operation are the freight operations, the farm line and the line that went to sea, along with coverage of the post-World War II growth. Included are good details on the Hudson & Manhattan tubes, the subway's first cousin.

This is a book packed with good information that the reader will find interesting and enjoyable into the future. A complete system route map is contained in the book's end pages, front and rear. Also included is an index. New York City subway fans — and they are legion — will certainly find this book an on-going pleasure — JOE L. DIAZ.

VIDEOS

Amtrak's *Coast Starlight*

Workin' on the *Coast Starlight* by Solana Productions Northwest, 42 minutes, $19.95, distributed by Pentrex, P.O. Box 94911, Pasadena, CA 91109, 800-950-9333.

The *Coast Starlight* is not your typical generic Western Amtrak passenger train, and this is not your typical generic railfan videotape. Producer and writer John Yeager and videographer and editor Stan McKeekin have put together a slick professional quality television documentary that would be at home on the *Discovery* or *Travel* channel. It takes you aboard Amtrak No.14, the northbound *Coast Starlight,* for a 1389-mile trip from Los Angeles to Seattle — but this is no ordinary train ride. In this video you ride the locomotive cab from Los Angeles to Santa Barbara and then visit with the various crew members as the train makes its way up the coast. The pace is fast and the editing is crisp, with the "talking heads" interesting and intelligent. The setting is mostly aboard the train, with a few appropriate lineside runbys included.

The program begins in Los Angeles Union Passenger Terminal with the train announcement and boarding scenes. Then it's into the cab — of an F40, rather than a P40 *Genesis* due to an extra unit added for an expanded consist this day (and engineer Alan Danielle confesses his preference for the veteran EMD's over the newer GE's). The actual journey begins in reverse, as the train backs out of LAUPT to head north beyond Mission Tower. On the road, you encounter the graffiti-marked concrete canyon of the Los Angeles River and the grandeur of the Pacific shoreline above Ventura with surfers and para-sailing visible from the train.

Beyond Santa Barbara, it's back into the passenger cars as we go through the train with the six-foot-three-inch conductor Terry Hodges, who barely fits through the Superliner corridors. Then it's a pause in the lounge car to watch musician Garret Swayne entertain the passengers with his songs and guitar (Swayne also provided the videotape with a very pleasant original musical score). Then there's a meet with

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ANNOUNCEMENTS

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CHARLOTTE, NORTH CAROLINA, July 11, Southeastern Railroadiana Collectors Third Annual Railroad Collectibles and Model Train Show. Metrolina Expo Center, 7100 Statesville Road. 9 A.M. to 4 P.M. Admission $4.00, under 13 free. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 798

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CHATTANOOGA, TENESSEE, May 30, 1998 Southeastern Railroadiana Collectors Railroad Collectibles and Model Train Show in conjunction with Southern Railway Historical Association Annual Convention. Chattanooga Choo-Choo Hilday Inn, 1400 Market Street. 9 A.M. to 4 P.M. Admission $4.00, under 13 free. Tables $30.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 698

ATLANTA, GEORGIA, August 22, 1998, Southeastern Railroadiana Collectors' 21st Annual Railroad Collectibles/Model Train Show. Over 400 tables. Plus over 125 tables of airline collectibles. Other transportation collectibles. Georgia International Convention Center, South Atlanta Airport, adjacent Sheraton Gateway Hotel. 9 A.M. to 4 P.M. Admission $5.00, tables $40.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 998

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BOOKS & PUBLICATIONS

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ROCKDALE & ENFIELD LINES: Sydney tramway. 11x8, 52pp, photos , maps. Two ex-steam tramways, later electric. $16.95 pp. The Map Factory, Box 12629, Seattle, WA 98111-4629. 698

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FOR SALE: Original cover illustration for Railfan Magazine, November, 1980 issue. Painting by Richard Karstens, features "The Gator Line", photos available. $975.00, Stu Perlmutter, 618 Cumberland St., Lebanon, PA 17042. Includes original issue. 717-272-8481. 898

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No.11, the southbound *Starlight*, and a sample of wine tasting in the First Class parlor car.

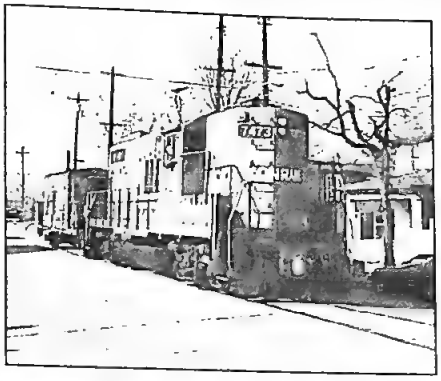
Onboard Service Chief Jay Fountain, a 22-year veteran, describes the typical workdays put in by the on-train employees, made up of two 17 hour days and two 14-hour days on their four-day tour — which is followed by six days off at home with the family. Chef "Rodg" Carter confirms the long hours but also echoes the pride and enjoyment the onboard crew experiences.

Night overtakes the train at Oakland, and the tour resumes with Mount Shasta at dawn and a beautiful ascent of the Cascades. Then it's back into the cab — this time of a Genesis unit — and a new engineer. You see the desktop controls of the new unit as he casually "baps" the horn button and advances the vertical throttle lever. But he comments on how "powerless" he feels when encountering trespassers on the right of way, as a kid carrying a bicycle scrambles across the track right in front of the fast-moving train. Then it's back into the consist for more interviews with crew members as the train nears the end of its northbound journey at Seattle. You sense the pride that the employees have in this finest of Amtrak's long-distance trains without getting the feeling that you've been "preached to" by a public relations machine.

The *Coast Starlight* has, due to an aggressive marketing and managing attitude at the local level, developed into perhaps Amtrak's premier long-distance train. "Innovation" is the word the train's management has been practicing, and "service" is the word the passengers are getting. Watch this video, then go back and read Jim Porterfield's article on the *Starlight* in the November 1997 R&R to get a complete "feel" for the train.

Meanwhile, this video is a very entertaining and professional production that will probably make you want to go out and ride a passenger train — JIM BOYD.

NEXT MONTH RAILFAN & RAILROAD



• FRANKLIN, OHIO: This city in southwest Ohio is served by the seven-mile-long Franklin Industrial Track of Conrail. Brad McClelland takes us for a tour of this branch as we follow local WSMO-12 literally down the streets. Brad will also give us a brief look at Franklin, once served by three railroads and two interurban lines.

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LODGINGS

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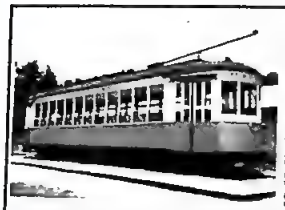
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TRANSIT CURRENTS

Portland: A milestone

THE FOURTH OF FEBRUARY, 1998, was a notable day in the history of Portland, Oregon. MAX (Metropolitan Area Express), the light rail line, made its first official journey through the three-mile west-side transit tunnel. It marked the first step in what will eventually be the opening of the $963.5 million 18-mile line from downtown Portland to Hillsboro on the west. The line to Hillsboro will not open officially for the public until September 12th, but the February 4th trip with reporters and politicians on board marked the ability to move an electric light rail train through the westbound tunnel.

This is a difficult project because tunneling always has some unexpected elements. The tunnel-boring machine was held up by crumbling rock. The job required engineering skill and much head scratching to figure out a way to get the project completed within budget and in time.

Meanwhile, Portland is busy at work extending the MAX to the west; the new light rail line to Hillsboro should open in the fall of 1998. In December 1997 the Portland Development Commission recommended that the light rail line be extended to Portland International Airport. The proposed 5.5-mile extension would link with the present MAX system at the Gateway Transit Center. There is speculation that the service could be in place by 2001. The initial guess is that the line to the airport would have about a ten percent market share of the 25 million passengers going to and from the airport each year. Moving 2.5 million passengers in a means other than automobiles is significant to relieving congestion at the airport.

Some significant proposals are also being made for commuter rail service in the Portland area. One proposed service would link McMinnville with Hillsboro. Other ideas are to link Beaverton with Wilsonville, which is the furthest along of the proposals. The state of Oregon provided $500,000 for an engineering study of the 18-mile proposed line. McMinnville-Portland had a preliminary engineering study carried out. Vancouver, Washington, to Portland is another area that might be right for commuter rail transportation.

A rail link to the airport would permit Portland to join Atlanta, Baltimore, Chicago, Cleveland, Philadelphia, South Bend and Washington, D.C., with direct access by rail to the airport. Boston has a shuttle bus between its Airport station and the several airline terminals at Logan Airport.

Portlanders are looking forward to the completion of the line west to Hillsboro. One thing they are anxious to do is try the new elevators at the Zoo stop. The stop at Washington Park for the zoo will be 260 feet down. Four elevators will link the surface to the ground. The ride will take 40 seconds from the platform to the street at a top speed of about 14 miles an hour. Of course, one could walk up the 449 steps to burn calories. Many thanks to Tom McGarry and Henry Korman for the information.

Trinity Railway Express goes west

Service on the Trinity Railway Express got underway when the Dallas Area Rapid Transit began service in late 1996 between downtown Dallas and South Irving. The western end of the line between South Irving and Fort Worth is expected to go into service in 1999. The Trinity Railway Express will operate upon the 34 miles of the old Rock Island line and reach from the Texas & Pacific depot, just south of downtown Fort Worth, to the Union Station in downtown Dallas. The T, as the transit system in Fort Worth is called, will operate the commuter rail service from Fort Worth to South Irving and DART will continue to operate the east end of the line between South Irving and Union Station.

The first locomotives and passenger cars for the Fort Worth portion of the Trinity Railway Express were delivered in late summer. The T portion of TRE is buying 16 cars and four locomotives from GO Transit. They will all be refurbished before starting service in two years. Thanks very much to Mike Murray for the news.

L.A.: San Fernando Valley subway

The subway in the San Fernando Valley — or the monorail, or light rail line, or commuter rail line, or pogo-stick runway — may never get built, but a summit meeting was held in mid-September to see if some progress could be made in thrashing out the issues. One call was for a formation of a separate valley transit district to get the subway, or whatever, built. This is in reaction to the mess that the Los Angeles County Metropolitan Transportation Authority is in.

Lawmakers from the valley want to make sure that the MTA has followed through on a 1984 law that requires the agency to spend 15 percent of all local rail money in the San Fernando Valley, or put the money in a trust fund for later valley rail use. The value of the trust fund account is expected to be about a half-billion dollars. Thanks to John Allen Lee for the news.

ATC for MUNI Metro

MUNI' s new E line on the Embarcadero opened in the early part of January, 1998, but that is just the beginning of the changes that are going to take place on rail service in San Francisco. MUNI began to put in place the proof-of-payment system with the opening of the E-Embarcadero line.

Perhaps the most important long-range

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

and future plans

action that the MUNI took is the initiation of its new computer-based train control system. It went on line January 12th. This system is more than three years behind schedule and it is expected that it will be at least $11 million over budget. What is so important about this is the capacity of the main MUNI Metro subway tunnel from the Embarcadero to West Portal will be increased from 24 to 48 cars or trains per hour. At about the same time the J-Church and M-Oceanview lines will begin to operate through the Embarcadero station, which was the original terminal of all light rail MUNI Metro lines into downtown San Francisco. Passing through the Embarcadero station the trains will run all the way to King and Fourth streets with some stops along the Embarcadero. A major future stop will be at 2nd Street, which is close by the future Giants baseball park at China Basin. Thanks to Dennis A. Cavagnero for the news.

Flashes

In Scranton, Pennsylvania, the **LACKAWANNA TROLLEY MUSEUM** is now under construction. Its main building is at the west end of the Steamtown National Historic Site, across from the Steamtown parking lot and locomotive display area. The building will be repaired and spring 1998 will see new facilities under construction. The East Penn Valley Traction Company owns the collection of cars that will grace the new museum.

SEPTA regional rail service now serves **NEWARK, DELAWARE.** There are now eight daily round trips being offered along the R2 line, which also serves Marcus Hook, Pennsylvania, and Newark, Delaware. The line runs through central Philadelphia to Warminster and Norristown, Pennsylvania.

The **LONG ISLAND RAIL ROAD** will restore the depots at Forest Hills, Seacliff, and St. James. The St. James station is the oldest on the line, opening in 1873. The structures will be restored to their original Victorian glory.

In case you haven't been there lately, MTA New York City Transit has opened a new, innovative and inviting subway entrance at the **TIMES SQUARE** station. The Times Square station typically handles 450,000 passengers each day. The new entrance is located on the southeast corner of 42nd Street and Seventh Avenue. The transit architects designed an eye-catching entrance in keeping with the new spirit of Times Square.

At the **ORANGE EMPIRE RAILWAY MUSEUM** (P.O. Box 548, Perris, CA 92572-0548) there is now a third Hollywood-type Pacific Electric car. It is No.655 and it joins Nos.524 and 993. No.655 was donated to OERM by the widow of Richard Fellows. The first two cars were acquired at the Richard Fellows auction of cars and artifacts in 1996.

The average weekday ridership on the **LOS ANGELES** Blue Line, the light rail trolley between downtown Los Angeles and Long Beach, has been going up steadily. In 1996 it carried an average of 44,900 daily riders. In the same month of 1997 patronage averaged 50,425. The Red Line subway in downtown Los Angeles rose from an average of 27,950 riders daily in mid-1996 to 39,700 in the same period of 1997. The Green Line light rail operating from Norwalk to El Segundo increased from 15,400 riders to an average of 19,000 passengers in 1997.

The Chicago Transit Authority, PACE and Metra, the regional commuter rail service in the **CHICAGO** area, now enjoy the use of an automatic fare collection system. The $106 million project allows commuters to

KODACHROME: STEVE BARRY

SAN FRANCISCO's MUNI opened its new E-Embarcadero line on January 12, 1998. The line terminates at Fourth and King Streets, directly across from the CalTrain station at Fourth and Townsend, providing an easy connection for Peninsula-bound commuters. Car 1446B was approaching Fourth Street on March 10, 1998.

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purchase and reload fares on a Transit Card. This magnetically encoded fare card is reusable and can be used to pay fares on all three systems. The system was sold and installed by the Cubic Automated Revenue Collection Group (5650 Kearny Mesa Road, San Diego, CA 92111). Cubic also supplied the equipment for the automatic fare collection in the New York subways and buses.

Thanks to a grant from the Federal Intermodal Transportation Efficiency Act, the **EAST TROY ELECTRIC RAILROAD** carried out a $293,000 track improvement program. This included staggering the rail joints (yes, the tracks were originally laid with parallel rail joints — Ouch!). Thanks to installation of 2500 new crossties, spreading 6000 tons of fresh new ballast and lining, raising and tamping the track, everyone is enjoying a smoother ride. Thanks to the Wisconsin Trolley Gazette (P.O. Box 556, Waukesha, WI 53187-0556). Also, if you visit the East Troy museum, you will see three PCC cars. Two of these were purchased from SEPTA and one from the Toronto Transit Commission. It is planned to keep one SEPTA car in its SEPTA color scheme and the original Toronto car in its TTC red color scheme. The last car will probably be painted in CTA's streetcar colors.

The American Public Transit Association awarded the **METROLINK** light rail system in the St. Louis region its first Public Transportation System Outstanding Achievement Award for light rail. Among other things that helped MetroLink qualify was a 62 percent increase in ridership between 1994 and 1996, an on-time performance of over 99 percent since it opened in 1993, and hospitality industry standards for vehicle, station and right-of-way cleanliness.

Almost half of the 6.1 miles of the new Mission Valley extension of the **SAN DIEGO TROLLEY** will be on an elevated structure. The choice was made to minimize traffic and flooding problems. As of dictating this item, the ribbon-cutting is scheduled for November 20, 1998. Thanks to Douglas I. Duncan for the news.

The **PENNSYLVANIA TROLLEY MUSEUM** (One Museum Road, Washington, PA 15308; 412/228-9675) will be breaking ground for an expansion. The groundbreaking is to take place in spring 1998 and will see extension of the current two miles of track for at least another half-mile to the east. The museum also plans to build a new main building to house much of the trolley collection. Thanks to Jim Cerny for the news.

In the Los Angeles area, **METROLINK** commuter rail service ran a special toy-drive train for the Christmas season. Festooned with 20,000 lights, the train gathered up toys at 40 stations along the line. The donated toys were given to needy children. Thanks to Ben Kerr for the news.

CALTRAIN started renovation of its San Francisco station at Fourth and Townsend Streets. Passengers will be greeted with a widened and enclosed concourse area. Restrooms and the waiting area will be relocated and the ticket office portion of the building will be remodeled. One reason for improving the station is the link with the E-Embarcadero MUNI Metro light rail extension station at Fourth and King Streets across the street. The grand opening of the extension was January 12, 1998. The new trolley service will use a proof-of-payment system as a means of fare collection.

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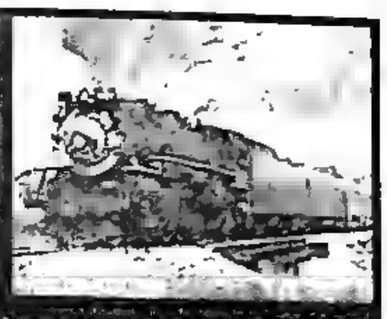

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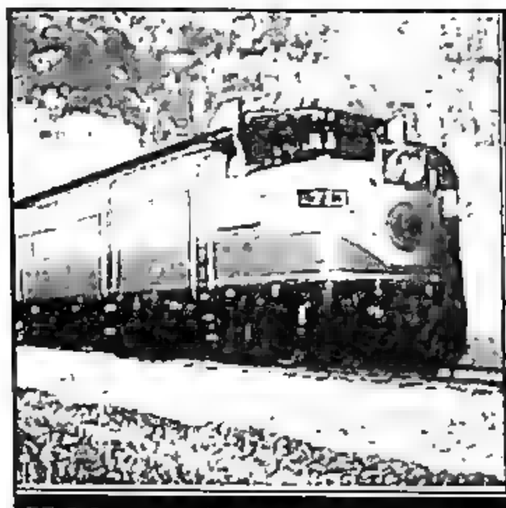

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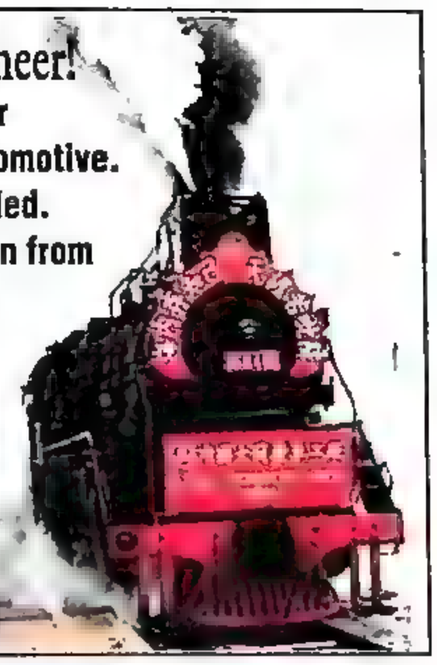

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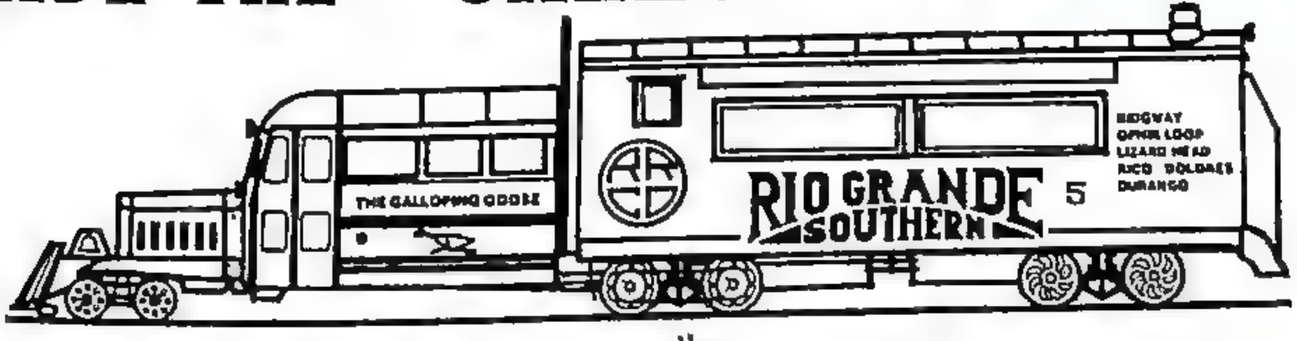

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*Winterail*fanning

"HOW CAN THEY call this *Winter*ail?" That was my reaction as I hit the sidewalk at San Francisco airport on March 10, 1998, and immediately found myself shedding my jacket and rolling up my sleeves in the 70-plus degree heat. This was my third visit to California, but the first time attending the big bash in Stockton. To say I was looking forward to the show was an understatement.

I had visited Cailfornia in 1991 in conjunction with Railfair in Sacramento and in 1992 for the NRHS Convention in San Jose. Both times I had hit all the hot spots — Cajon, Tehachapi, Donner, Feather River — and came to consider the state to be the ultimate railfan playground. But I knew there was more to California than just the "big name" places, so this trip was designed to find the "rest" of the state. I had a short hit list of things that I wanted to get to, mostly things that never seem to get done in the rush to get to Cajon, Tehachapi, etc.

Off the plane, the first order of business was to hit the cable cars. I had briefly seen them in 1992, but only near their terminus off Market Street. This time I wanted to get out on the line and capture some of the neat scenes I had seen before with the steep hills and such. I quickly found that winter (despite 70-degree weather) was not the best time to shoot cable cars, since they run in a "concrete canyon" down the city streets and the sun isn't high enough to get over the buildings. I got a few shots at open intersections, then headed for my second "hit list" location — the former Southern Pacific tunnels near where Bayshore Yard was for the commuter rush.

The rest of the trip was pretty much the same, filling in photographic gaps. I had never before seen an Amtrak California F59, so they were duly recorded on *San Joaquins* and *Capitols*. I had always wanted to hit Jack London Square in Oakland to get some shots and was rewarded with a California F59 on one train, the *California Zephyr* (only 20 minutes late) and a freight rumbling through the streets. Alas, the classic signal bridge that spanned the tracks and street was gone, I discovered.

Past trips have been almost exclusively along the main lines, and I wanted to spend some time along short lines this time around. I caught both the Stockton Terminal & Eastern and Modesto & Empire Traction in their shops, but had little luck on the road. And I'm almost ashamed to admit that I had forgotten completely about the Oakland Terminal with its SP Black Widow geep and the Alameda Belt. I did, however, have better luck with the Sierra and the Central California Traction, thanks to a couple of days railfanning with Ted Benson (more on this next month).

The main lines weren't completely forgotten on this trip. Two lines I had visited before with little luck were attempted again. Previous trips to Franklin Canyon on the Santa Fe had yielded only one train, but during the afternoon of Friday the 13th Franklin was absolutely hopping (by Franklin Canyon standards) with five well-lit trains. I also spent one morning on the former Western Pacific line over Altamont Pass, but after an hour of waiting I heard on the scanner a maintenance crew getting track-and-time that would keep trains off Altamont for several more hours. Oh, well.

When it was all over, I had spent over six days in California, five of them trackside. You know, there's still more to see there. And with the 1999 NRHS Convention in Sacramento . . . — S.B.

KODACHROME: STEVE BARRY

THE SAN FRANCISCO CABLE CARS are a very interesting operation often overlooked by railfans visiting California. The steep hills and cityscapes are a telephoto shooter's delight. A car was climbing Hyde Street, leaving the Bay and Alcatraz Island behind, on March 10, 1998. Every car on the line runs with a full load of passengers hanging off the running boards. You can almost hear the Rice-A-Roni theme song!

Curtis Hill amenities

For those of you intrigued by Terry LaFrance's article on Curtis Hill (page 28) and find yourself drawn to the Sooner State, the author offers the following tips:

"The best places to find motels and restaurants in the area of Curtis Hill are Alva, Oklahoma, (MP 324.7) and Woodward. Alva, 20 miles northeast of Waynoka at the junction of U.S. 281 and U.S. 64, has several good photo locations in addition to its comforts. The depot, while empty, was still there at last word. Fans of rodeo can stop in at Northwestern Oklahoma State University and take in the rodeo team at work.

"Woodward is probably the best location to base activities from. There are plenty of good motels and restaurants, thanks to the oil business supported here. Woodward is at the crossroads of several highways — U.S. 270/183, S.H. 15 and S.H. 34.

"Northwestern Oklahoma is known as Red Carpet country and lives up to its name. There are many activities and attractions for the whole family. There are also several lakes and resorts within an hour or two of Curtis Hill. For a free highway map or information call the Oklahoma State Department of Tourism and Recreation at 800/364-5352. The state highway map shows the rail lines.

"Notable attractions in the area include Fort Supply Historical Museum at Fort Supply, Oklahoma, which is a restored historic wooden fort. This is the last fort General George A. Custer was at before his failed attempt to intimidate 6000 Sioux warriors with a single cavalry regiment. Boiling Springs State Park, near Woodward (follow the signs), is named for an artesian well. Its golf course has an excellent reputation (I wouldn't know, my golf game is like my bowling game — if I break 100 I'm happy). There are plenty of camping and RV facilities.

"Little Sahara State Park's 1700 acres of sand dunes is a Mecca for dune buggy and ATV aficionados. However, it is "BYOB" — Bring Your Own Buggy. Alabaster Caverns, six miles south of Freedom, Oklahoma, on S.H. 50, is a natural cave similar to Carlsbad Caverns in New Mexico. One of the attractions here is its cool summer time temperatures (54-56 degrees fahrenheit). This is great place to go when the occasional lulls in traffic on the Hill occur. Lastly, Plains Indians and Pioneers Museum in Woodward, is a great stop for western history buffs."

Terry also offers these tips on maximizing your shooting while travelling to Curtis Hill:

"Oklahoma City (OKC), Amarillo and Wichita, Kansas, all have large airports with commercial flights, though OKC is the closest to Curtis Hill and Will Rogers Airport is the closest of the three. There are several ways to get to Curtis Hill from OKC, with the fastest and most direct route being I-40 west to U.S. 270. Take U.S. 270 to Geary and turn right on U.S. 281 and head north to Watonga. This route follows Historic Route 66 from Calumet to Geary and short line AT&L (Austin, Todd & Ladd, named for the owner's grandsons) from Calumet to Watonga. AT&L operates an ex-Rock Island branch from Watonga to El Reno where they exchange unit grain trains with UP's OKT sub. The Central Oklahoma Railfan Club (Central Oklahoma Chapter NRHS) keeps an ex-Northern Pacific F9 and several passenger cars in Watonga. Once you've had a look around head west on U.S. 270/S.H. 33 to U.S. 281. This route is billed as the Northwest Passage. Follow U.S. 281/270 to Seiling and turn north and continue on U.S. 281. It's about 35 miles to Waynoka. If you continue on U.S. 270 it will take you to Woodward.

"If you are not in a hurry and want to maximize your exposure to trains, you can follow the Santa Fe's Red Rock Sub of the Oklahoma Division. Take U.S. 77 north through Edmond and Guthrie to Mulhall. North of Mulhall you can take U.S. 77 or I-35 to Perry. At Perry take S.H. 164 west and you will be next to the BN's Avard sub. At Covington turn right on S.H. 74 to U.S. 412/64 and go west to Enid. At Enid the UP, Grainbelt (Farmrail) and BNSF all meet. In addition to some of the worlds largest grain elevators, Enid also has a fine railroad museum, including a recently acquired Frisco 4-8-2. Take S.H. 45 west to Carmen and you will see an ex-Baltimore & Ohio caboose and the ex-KCM&O Santa Fe depot, but you loose sight of the tracks. It's another 25 miles from Carmen to Waynoka.

"The third route takes you up the old Chisholm cattle trail and along the UP's OKT sub. Take I-40 to El Reno and take U.S. 81 north to Enid. At Enid follow S.H. 45 west as described above. A state highway map is very useful but these directions will get you there."

One more reminder — if you haven't done so already, check out the photo spread in the May 1998 R&R on Curtis Hill in the days of Santa Fe steam as photographed by Preston George. If you missed it, you can still order the issue from Carsten's reader service department at 973/383-3355. Incidentally, while we credited Preston George with taking the photos in last month's spread, we failed to mention that all came from the collection of Terry LaFrance — S.B.

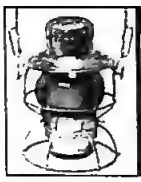
Steamtown's Military Weekend

During the week between Armed Forces Day and Memorial Day, Steamtown National Historic Site has a tribute to military history planned. On May 16, 1998, there will be an excursion from Scranton to the Tobyhanna Army Depot, located along Steamtown's former Lackawanna main line, where there will be a variety of displays. This was a very popular event last year.

Over Memorial Day weekend, May 23rd through the 25th, Steamtown will host historic military equipment at the museum site. Of particular interest will be a night photo session featuring "actors" dressed in military uniforms and some of the historic equipment, all set against the backdrop of Steamtown's steam-powered passenger trains. Last year's night photo session was praised by those in attendance as one of the best ever, and it produced the "Off to War" spread that appeared in the September 1997 R&R. Park ranger and World War II memorabilia collector Kenny Ganz will once again be providing uniforms and his own jeep *Hell 'n' Hunt* for the session.

If you would like to take part in the night photo session or any other activity during Steamtown's salute to the armed forces, call the park at 717/340-5185. See you there.

Steve



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KODACHROME: MIKE HOPPE

METRO NORTH P32AC-DM 206 was being tested by GE on February 7 and 8, 1998. The unit was run from the GE plant in Erie, Pennsylvania, west with GE B32-8 No. 832 and test car No.100 on Norfolk Southern's former Nickel Plate Road main line into downtown Erie (19th Street), then east into New York state before returning to the plant. The Genesis unit is first in a planned order of 13 (206-218) to be delivered to Metro North following Amtrak's order of P32AC-DM's which are being shipped in light grey primer.

TWO BELOW FUJI PROVIAS: STEPHANE ERIC BISSON

THE QUEBEC GATINEAU RAILWAY'S FIRST LETTERED UNIT arrived on the property during the week of January 18, 1998. QGRY SW1500 1506 (ex-Conrail 9554, nee-Penn Central 9554) was seen in fresh paint at Outremont Yard in Montreal on January 25, 1998. The SW is one of three ex-Conrail, nee-Penn Central "1500s" that the QGRY uses for power, along with a mixture of ex-Canadian National and Canadian Pacific Alcos. A close-up of the QGRY herald (**left**) shows the railroad's Genesee & Wyoming Industries heritage. The Quebec Gatineau is controlled by Genesee Rail-One, a joint venture between Greenwich, Connecticut-based G&W and Montreal-based Rail-One.

NORFOLK SOUTHERN CABOOSES are being prepared for the 21st century with new paint jobs, and a few are even getting solar panels on their roofs. NS Class C-31 caboose No.555533 which was painted at Roanoke, Va., was seen at Miller Yard in Norton, Va., on February 14, 1998. Historically, N&W and then NS numbered the Class C-31 cabs in the 518 series and the C-32s in the 555 series, but all refurbished cabs now have been renumbered into the 555 series. Many of the cabs had been stored at Shaffer's Crossing since being repainted, which began in late 1997. Now if Norfolk Southern would only start running them on the tail end of main line freights again!

TRANSPARENCY: DAVE GEORGE

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South Africa's 19D's
Here comes ConRail
Alco's Black Marias

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The Jansen Turn
Spirit of Old 76
Picturesque Penn Central

Fall 1976
ConRail's trolley
Great Steam Exhibition
Retracking the Apollos
ConRail & the Shorlines

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A Boxcar weekend
Ross Rowland and No.1
The Milpitas F's

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Greenville & Northern
Tehachapi weekend
Empress of Agincourt
Soo South of Schiller

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Oregon's last loggers
C&NW's Alco country
Two Hours at Hunter
Lehigh Valley doodlebugs

October 1977
Prince Edward Island
The Asheville Trains
Baldwin's Baldwins
Freedom Train Photo Contest

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4449: Homeward Bound
Story of the FL9's

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Strangers in South Station
Union Pacific into Chicago
Kenova and coal

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Roundhouse foreman
Extra 454 South
The Gila Bend Mixed

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Sand Patch
Bone Valley creatures
Chessie encounters

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Sperry's Golden Anniv

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Katy's Oklahoma F's
WP's Third Subdivision
Five Alcos and a Mack

September 1980
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CP Rail Vermont
The Berk goes to work
The 800's:The Gary Job

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Centennials
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Show Day

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From Silvis to Bangor
Steel City commuting
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BN into Goodland
Cadillac & Lake City
Last days of the Rock

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Tidewater 251s
Blue Dragon of
Golden Valley

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Bristol & North Western
SF enters space age
NASA's resident railroader
Montreal's Big Centurys

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Welcome Dakota Rail
2716's Appalachian Odyssey
McCloud River Steam

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Wabash Valley
The 3985
Amtrak vs Bray Boulder
MoPac's Navy Pt.2

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Kuralt Exploring America
TP&W President McMillan
Boston's F-units
The Tip-Up

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The Zephyr goes Amtrak
Eagle Mountain's last day
The Tip-Up, Part 2
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don't roam

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Red River Valley & Western

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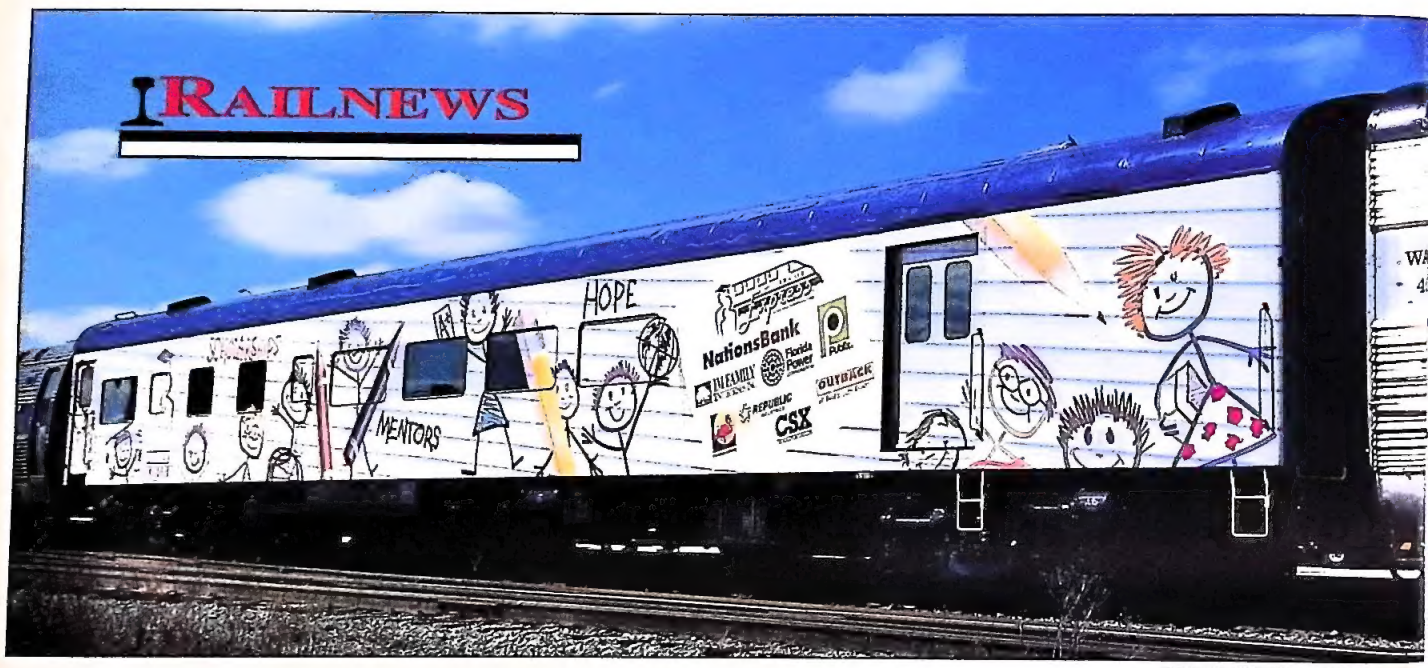
KODACHROME: ALAN MILLER

WILL COUNTY COAL HANDLING has a pair of SD20s to switch the ComEd power plant in Romeoville, Illinois. At left, the 1802 (ex-TC&W 600, exx-IC 2032, exxx-ICG 2002, nee-UP 427B) was seen on February 14, 1998. The unit started as an SD24B on the UP before becoming an SD20. Helping with switching duites is the 1801 (ex-IC 2018, exx-ICG 2018, exxx-Southern 6303, nee-SR 2505).

TAKE STOCK IN CHILDREN EXPRESS was arriving Fort Lauderdale, Fla., on February 26, 1998. The twelve-car train features a wrap-painted car **(below)** specially decorated in a whimsical, child's artwork motif. It is all part of a non-profit, public-private partnership operating in 51 Florida counties aimed at providing four-year college scholarships, vocational scholarships and mentors to low-income Florida children. Eight of the state's top companies, including CSX Transportation, are taking part in the financing and manpower of the program.



TRANSPARENCY: FRANCIS J. DiFALCO

KODACHROME: CHIP SHERMAN

THE *SKI TRAIN* to Winter Park has been enjoying another great year, but on February 22, 1998, they had mechanical trouble with one of the leased Amtrak F40s. Leading the train were F40s 298 and 388, but the 388 died near Rollinsville, and the 298 only got the train as far as Tolland, Colorado. Union Pacific came to the rescue with a helper set of AC4400CW's, UP 6787 and Southern Pacific 154. Ready for the return trip, UP 6787 was at the Fraser Amtrak station awaiting dispatcher 82's high green to run to the Winter Park ski area to load its passengers **(right)**. The *Ski Train* is a private operation, not a UP train, running over the former Rio Grande main line. With all the negative publicity the UP has been getting since the SP merger, the Armour yellow railroad shows it can still wear the white hat when the need arises.

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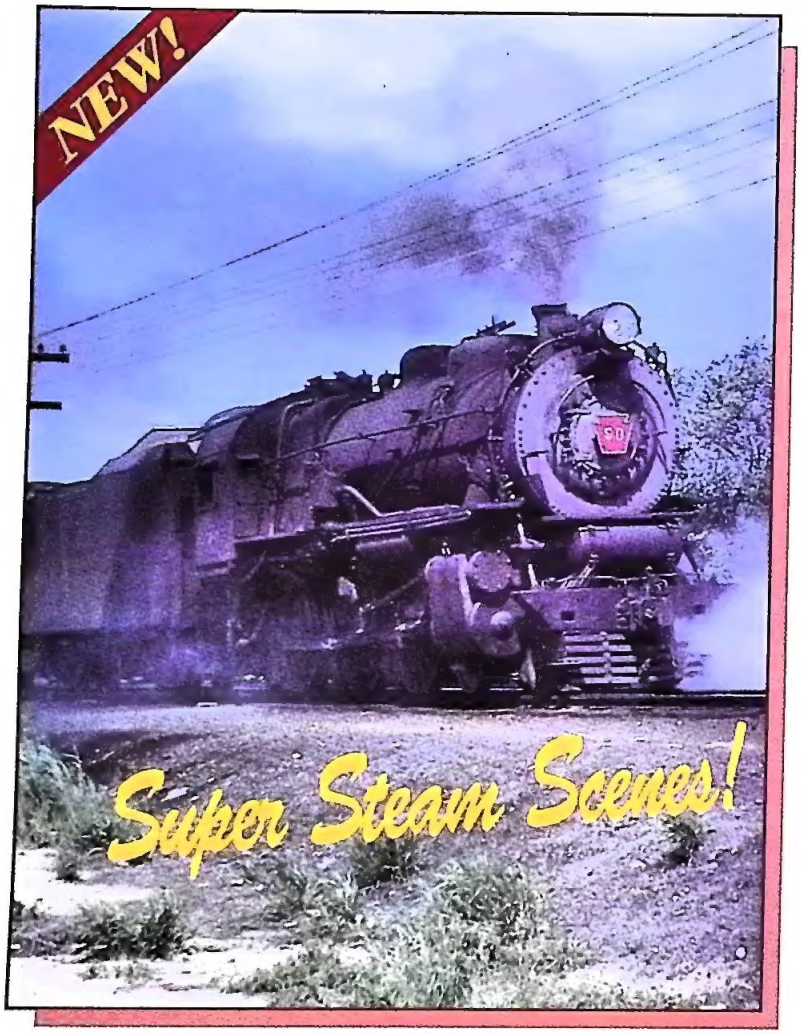

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